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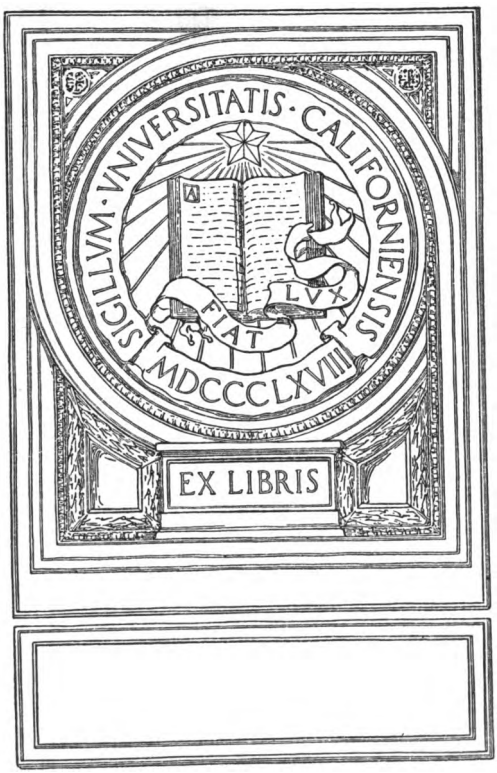

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NAVY DEPARTMENT

SHIPS' DATA
U. S. NAVAL VESSELS

JULY 1, 1924

WASHINGTON
GOVERNMENT PRINTING OFFICE
1924

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The SHIPS' DATA BOOK for 1924 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) CURTIS D. WILBUR,
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.
- Id. No.=Identification No.
- 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.

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STANDARD NOMENCLATURE.

The nomenclature indicated below was approved by the Secretary of the Navy on July 17, 1920, with a view to the classification of all naval vessels and small craft so as to indicate the type and class to which assigned, to distinguish between those available for general fleet action and those suitable only for subsidiary service, and to provide official identification numbers which are to be employed in official correspondence, for the marking of spare parts, etc. (General Order 541, July 17, 1920.)

Type.	Type designation.	Class.	Class designation.	Identification number.
BATTLESHIP	B	Battleship, first line	BB	BB (number)
		Battleship, second line	OBB	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)
		Ocean tug[1]	AT	AT (number)
		Mine sweeper	AM	AM (number)
		Auxiliaries, miscellaneous	AG	AG (number)
LIGHTER-THAN-AIR AIRCRAFT.	Z	Rigid airship	ZR	ZR (number)
		Nonrigid airship	ZN	ZN (number)
		Kite balloon	ZK	ZK (number)
HEAVIER-THAN-AIR AIRCRAFT.	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)

[1] Changed from "Fleet tug" April 30, 1924.

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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)
		Harbor tug [1]	YT	YT (number)
		District patrol	YP	YP (number)

[1] Changed from "District tug" April 30, 1924.

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 1924 edition:

Designation.	Class.	Main battery.	Displacement.	Speed.
BB	Battleship, first line	12″+	20,000+	20+
OBB	Battleship, second line	12″+	20,000−	20−
BM	Monitor, first line	14″+	6,000+	
OBM	Monitor, second line	12″−	6,000−	
CC	Battle cruiser, first line	13.5″+	27,000+	27+
OCC	Battle cruiser, second line			
CA	Cruiser, first line	12″+	10,000+	27+
OCA	Cruiser, second line	8″+	8,000+	27−
CL	Light cruiser, first line	5″-8″	3,000-10,000	27+
OCL	Light cruiser, second line	8″−	3,000-8,000	27−
CV	Aircraft carrier, first line	8″−	20,000+	20+
OCV	Aircraft carrier, second line	8″−	20,000−	20−
CM	Mine layer, first line	8″−	3,000-10,000	27+
OCM	Mine layer, second line	8″−	3,000+	27−
DD	Destroyer, first line	4″+	800-1,500	27+
ODD	Destroyer, second line	4″−	500-800	25+
DL	Destroyer leader	4″+	1,500+	27+
DM	Light mine layer	5″−	3,000−	27+
SS	Submarine, first line	3″+	700+	13+
OSS	Submarine, second line	3″−	700−	10+
SF	Fleet submarine, first line	3″+	1,000+	20+
OSF	Fleet submarine, second line	3″	1,000+	20−
SC	Cruiser submarine	4″+	2,000+	16+
SM	Minelaying submarine, first line	3″+	800+	10+
OSM	Minelaying submarine, second line	3″	800−	8+
SB	Monitor type submarines	6″+	1,000+	12+
PE	Eagle	4″-3″	100-500	14+
SC	Submarine chaser	3″+	100+	14−
PG	Gunboat	3″+	500-3,000	20−

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LIST OF NAVAL VESSELS.

The following is a classified list of all naval vessels in service, under construction, or authorized, exclusive of district craft and aircraft. The names are entered under each type in the order of identification numbers, as assigned.

The characteristics of each vessel will be found in the following tabulated data sections, as indexed, and which are alphabetically arranged. On page 299 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 1883, with original type designation and official serial numbers, names, present designation or status, etc. The ship index will be found to contain names of battleships, destroyers, etc., arranged both alphabetically and numerically, for convenient reference.

Group designs under the several classes are indicated by braces.

Type, name, and identification number.	Type, name, and identification number.
BATTLESHIPS—FIRST LINE (BB).	SEATTLE....CA11
{FLORIDA....BB30 {UTAH....BB31	{CHARLOTTE....CA12 {MISSOULA....CA13
{WYOMING....BB32 {ARKANSAS....BB33	{ST. LOUIS....CA18 {CHARLESTON....CA19
{NEW YORK....BB34 {TEXAS....BB35	**LIGHT CRUISERS—FIRST LINE (CL).**
{NEVADA....BB36 {OKLAHOMA....BB37	{OMAHA....CL4 MILWAUKEE....CL5 CINCINNATI....CL6 RALEIGH....CL7 DETROIT....CL8 RICHMOND....CL9 CONCORD....CL10 TRENTON....CL11 MARBLEHEAD (building)....CL12 {MEMPHIS (building)....CL13
{PENNSYLVANIA....BB38 {ARIZONA....BB39	
{NEW MEXICO....BB40 MISSISSIPPI....BB41 {IDAHO....BB42	**LIGHT CRUISERS—SECOND LINE (OCL).**
{TENNESSEE....BB43 {CALIFORNIA....BB44	{CHESTER....CL1 BIRMINGHAM....CL2 {SALEM....CL3
{COLORADO....BB45 MARYLAND....BB46 {WEST VIRGINIA....BB48	OLYMPIA....CL15
	{DENVER....CL16 DES MOINES....CL17 CHATTANOOGA....CL18 GALVESTON....CL19 {CLEVELAND....CL21
BATTLESHIPS—SECOND LINE (OBB).	
(None.)	{NEW ORLEANS....CL22 {ALBANY....CL23
MONITORS—FIRST LINE (BM).	**AIRCRAFT CARRIERS—FIRST LINE (CV).**
(None.)	{LEXINGTON (building)....CV2 {SARATOGA (building)....CV3
MONITORS—SECOND LINE (OBM).	**AIRCRAFT CARRIERS—SECOND LINE (OCV).**
(None.)	LANGLEY....CV1
BATTLE CRUISERS—FIRST LINE (CC).	**MINELAYERS—FIRST LINE (CM).**
(None.)	(None.)
BATTLE CRUISERS—SECOND LINE (OCC).	**MINELAYERS—SECOND LINE (OCM).**
(None.)	BALTIMORE....CM1
CRUISERS—FIRST LINE (CA).	SAN FRANCISCO....CM2
(None.)	{AROOSTOOK....CM3 {SHAWMUT....CM4
CRUISERS—SECOND LINE (OCA).	
ROCHESTER....CA2	
{PITTSBURGH....CA4 HUNTINGTON....CA5 {PUEBLO....CA7 FREDERICK....CA8 {HURON....CA9	

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LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.

DESTROYERS—FIRST LINE (DD).

DUNCAN.....DD46
AYLWIN.....DD47
PARKER.....DD48
BENHAM.....DD49
BALCH.....DD50

O'BRIEN.....DD51
NICHOLSON.....DD52
WINSLOW.....DD53
MCDOUGAL.....DD54
CUSHING.....DD55

TUCKER.....DD57
WADSWORTH.....DD60
WAINWRIGHT.....DD62

SAMPSON.....DD63
ROWAN.....DD64
DAVIS.....DD65
ALLEN.....DD66
WILKES.....DD67
SHAW.....DD68

CALDWELL.....DD69
CRAVEN.....DD70
GWIN.....DD71
CONNER.....DD72
STOCKTON.....DD73
MANLEY.....DD74

No. 75–185 Class.

WICKES.....DD75
PHILIP.....DD76
EVANS.....DD78
LITTLE.....DD79
KIMBERLY.....DD80
SIGOURNEY.....DD81
GREGORY.....DD82
STRINGHAM.....DD83
DYER.....DD84
COLHOUN.....DD85
STEVENS.....DD86
MCKEE.....DD87
ROBINSON.....DD88
RINGGOLD.....DD89
MCKEAN.....DD90
HARDING.....DD91
GRIDLEY.....DD92
FAIRFAX.....DD93
TAYLOR.....DD94
BELL.....DD95
SCHLEY.....DD103
CHAMPLIN.....DD104
MUGFORD.....DD105
CHEW.....DD106
HAZELWOOD.....DD107
WILLIAMS.....DD108
CRANE.....DD109
RATHBURNE.....DD113
TALBOT.....DD114
WATERS.....DD115
DENT.....DD116
DORSEY.....DD117
LEA.....DD118
LAMBERTON.....DD119
RADFORD.....DD120
MONTGOMERY.....DD121
BREESE.....DD122
GAMBLE.....DD123
RAMSAY.....DD124
TATTNALL.....DD125
BADGER.....DD126
TWIGGS.....DD127
BABBITT.....DD128
JACOB JONES.....DD130
BUCHANAN.....DD131
AARON WARD.....DD132
HALE.....DD133

Type, name, and identification number.

DESTROYERS—FIRST LINE (DD)—Continued.

No. 75–185 Class—Continued.

CROWNINSHIELD.....DD134
TILLMAN.....DD135
BOGGS.....DD136
KILTY.....DD137
KENNISON.....DD138
WARD.....DD139
CLAXTON.....DD140
HAMILTON.....DD141
TARBELL.....DD142
YARNALL.....DD143
UPSHUR.....DD144
GREER.....DD145
ELLIOT.....DD146
ROPER.....DD147
BRECKINRIDGE.....DD148
BARNEY.....DD149
BLAKELEY.....DD150
BIDDLE.....DD151
DU PONT.....DD152
BERNADOU.....DD153
ELLIS.....DD154
COLE.....DD155
J. FRED TALBOTT.....DD156
DICKERSON.....DD157
LEARY.....DD158
SCHENCK.....DD159
HERBERT.....DD160
PALMER.....DD161
THATCHER.....DD162
WALKER.....DD163
CROSBY.....DD164
MEREDITH.....DD165
BUSH.....DD166
COWELL.....DD167
MADDOX.....DD168
FOOTE.....DD169
KALK.....DD170
MACKENZIE.....DD175
RENSHAW.....DD176
O'BANNON.....DD177
HOGAN.....DD178
HOWARD.....DD179
STANSBURY.....DD180
HOPEWELL.....DD181
THOMAS.....DD182
HARADEN.....DD183
ABBOT.....DD184
BAGLEY.....DD185

No. 186–347 Class.

CLEMSON.....DD186
DAHLGREN.....DD187
GOLDSBOROUGH.....DD188
SEMMES.....DD189
SATTERLEE.....DD190
MASON.....DD191
ABEL P. UPSHUR.....DD193
HUNT.....DD194
WELBORN C. WOOD.....DD195
GEORGE E. BADGER.....DD196
BRANCH.....DD197
HERNDON.....DD198
DALLAS.....DD199
CHANDLER.....DD206
SOUTHARD.....DD207
HOVEY.....DD208
LONG.....DD209
BROOME.....DD210
ALDEN.....DD211
SMITH THOMPSON.....DD212
BARKER.....DD213
TRACEY.....DD214
BORIE.....DD215
JOHN D. EDWARDS.....DD216
WHIPPLE.....DD217
PARROTT.....DD218

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LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.

DESTROYERS—FIRST LINE (DD)—Continued.

No. 186-347 Class—Continued.

EDSALL....DD219
MACLEISH....DD220
SIMPSON....DD221
BULMER....DD222
MCCORMICK....DD223
STEWART....DD224
POPE....DD225
PEARY....DD226
PILLSBURY....DD227
JOHN D. FORD....DD228
TRUXTUN....DD229
PAUL JONES....DD230
HATFIELD....DD231
BROOKS....DD232
GILMER....DD233
FOX....DD234
KANE....DD235
HUMPHREYS....DD236
MCFARLAND....DD237
JAMES K. PAULDING....DD238
OVERTON....DD239
STURTEVANT....DD240
CHILDS....DD241
KING....DD242
SANDS....DD243
WILLIAMSON....DD244
REUBEN JAMES....DD245
BAINBRIDGE....DD246
GOFF....DD247
BARRY....DD248
HOPKINS....DD249
LAWRENCE....DD250
BELKNAP....DD251
MCCOOK....DD252
MCCALLA....DD253
RODGERS....DD254
OSMOND INGRAM....DD255
BANCROFT....DD256
WELLES....DD257
AULICK....DD258
TURNER....DD259
GILLIS....DD260
MCDERMUT....DD262
LAUB....DD263
MCLANAHAN....DD264
EDWARDS....DD265
GREENE....DD266
BALLARD....DD267
SHUBRICK....DD268
BAILEY....DD269
THORNTON....DD270
MORRIS....DD271
TINGEY....DD272
SWASEY....DD273
MEADE....DD274
SINCLAIR....DD275
MCCAWLEY....DD276
MOODY....DD277
HENSHAW....DD278
MEYER....DD279
DOYEN....DD280
SHARKEY....DD281
TOUCEY....DD282
BRECK....DD283
ISHERWOOD....DD284
CASE....DD285
LARDNER....DD286
PUTNAM....DD287
WORDEN....DD288
FLUSSER....DD289
DALE....DD290
CONVERSE....DD291
REID....DD292
BILLINGSLEY....DD293
CHARLES AUSBURN....DD294
OSBORNE....DD295
PERCIVAL....DD298
JOHN FRANCIS BURNES....DD299

Type, name, and identification number.

DESTROYERS—FIRST LINE (DD)—Continued.

No. 186-347 Class—Continued.

FARRAGUT....DD300
SOMERS....DD301
STODDERT....DD302
RENO....DD303
FARQUHAR....DD304
THOMPSON....DD305
KENNEDY....DD306
PAUL HAMILTON....DD307
WILLIAM JONES....DD308
ZEILIN....DD313
YARBOROUGH....DD314
LA VALLETTE....DD315
SLOAT....DD316
WOOD....DD317
SHIRK....DD318
KIDDER....DD319
SELFRIDGE....DD320
MARCUS....DD321
MERVINE....DD322
CHASE....DD323
ROBERT SMITH....DD324
MULLANY....DD325
COGHLAN....DD326
PRESTON....DD327
LAMSON....DD328
BRUCE....DD329
HULL....DD330
MACDONOUGH....DD331
FARENHOLT....DD332
SUMNER....DD333
CORRY....DD334
MELVIN....DD335
LITCHFIELD....DD336
ZANE....DD337
WASMUTH....DD338
TREVER....DD339
PERRY....DD340
DECATUR....DD341
HULBERT....DD342
NOA....DD343
WILLIAM B. PRESTON....DD344
PREBLE....DD345
SICARD....DD346
PRUITT....DD347

DESTROYERS—SECOND LINE (ODD).

BRAYTON....DD23
PERKINS....DD26
STERETT....DD27
WARRINGTON....DD30
MAYRANT....DD31

WALKE....DD34

JARVIS....DD38
HENLEY....DD39
JENKINS....DD42

DESTROYER LEADERS (DL).

(None.)

LIGHT MINELAYERS (DM).

STRIBLING....DM1
MURRAY....DM2
ISRAEL....DM3
LUCE....DM4
MAURY....DM5
LANSDALE....DM6
MAHAN....DM7
HART....DM8
INGRAHAM....DM9
LUDLOW....DM10
BURNS....DM11
ANTHONY....DM12
SPROSTON....DM13
RIZAL....DM14

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LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	
SUBMARINES—FIRST LINE (SS).	
S-1	SS105
S-2	SS106
S-3	SS107
S-4	SS109
S-6	SS111
S-7	SS112
S-8	SS113
S-9	SS114
S-10	SS115
S-11	SS116
S-12	SS117
S-13	SS118
S-14	SS119
S-15	SS120
S-16	SS121
S-17	SS122
S-18	SS123
S-19	SS124
S-20	SS125
S-21	SS126
S-22	SS127
S-23	SS128
S-24	SS129
S-25	SS130
S-26	SS131
S-27	SS132
S-28	SS133
S-29	SS134
S-30	SS135
S-31	SS136
S-32	SS137
S-33	SS138
S-34	SS139
S-35	SS140
S-36	SS141
S-37	SS142
S-38	SS143
S-39	SS144
S-40	SS145
S-41	SS146
S-42 (building)	SS153
S-43 (building)	SS154
S-44 (building)	SS155
S-45 (building)	SS156
S-46 (building)	SS157
S-47 (building)	SS158
S-48	SS159
S-49	SS160
S-50	SS161
S-51	SS162
SUBMARINES—SECOND LINE (OSS).	
H-2	SS29
H-3	SS30
K-1	SS32
K-2	SS33
K-3	SS34
K-4	SS35
K-5	SS36
K-6	SS37
K-7	SS38
K-8	SS39
L-2	SS41
L-3	SS42
L-5	SS44
L-6	SS45
L-7	SS46
L-8	SS48
L-9	SS49
L-11	SS51

Type, name, and identification number.	
SUBMARINES—SECOND LINE (OSS)—Con.	
N-1	SS53
N-2	SS54
N-3	SS55
O-1	SS62
O-2	SS63
O-3	SS64
O-4	SS65
O-6	SS67
O-7	SS68
O-8	SS69
O-9	SS70
O-10	SS71
O-11	SS72
O-12	SS73
O-13	SS74
O-14	SS75
O-15	SS76
O-16	SS77
R-1	SS78
R-2	SS79
R-3	SS80
R-4	SS81
R-5	SS82
R-6	SS83
R-7	SS84
R-8	SS85
R-9	SS86
R-10	SS87
R-11	SS88
R-12	SS89
R-13	SS90
R-14	SS91
R-15	SS92
R-16	SS93
R-17	SS94
R-18	SS95
R-19	SS96
R-20	SS97
R-21	SS98
R-22	SS99
R-23	SS100
R-24	SS101
R-25	SS102
R-26	SS103
R-27	SS104
H-4	SS147
H-5	SS148
H-6	SS149
H-7	SS150
H-8	SS151
H-9	SS152
FLEET SUBMARINES—FIRST LINE (SF).	
T-1	SF1
T-2	SF2
T-3	SF3
V-1 (building)	SF4
V-2 (building)	SF5
V-3 (building)	SF6
V-5 (authorized; not building)	SF8
V-6 (authorized; not building)	SF9
V-7 (authorized; not building)	SF10
V-8 (authorized; not building)	SF11
V-9 (authorized; not building)	SF12
FLEET SUBMARINES, SECOND LINE (OSF).	
(None.)	
CRUISER SUBMARINES (SC).	
(None.)	

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LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	
FLEET SUBMARINES (MINELAYING TYPE) (SM).	
V-4 (authorized) [1]	(ex-SF7)—SM1
PATROL VESSELS—EAGLES (PE).	
EAGLE 1	PE1
EAGLE 2	PE2
EAGLE 3	PE3
EAGLE 4	PE4
EAGLE 5	PE5
EAGLE 6	PE6
EAGLE 7	PE7
EAGLE 8	PE8
EAGLE 9	PE9
EAGLE 10	PE10
EAGLE 11	PE11
EAGLE 12	PE12
EAGLE 13	PE13
EAGLE 14	PE14
EAGLE 15	PE15
EAGLE 18	PE18
EAGLE 19	PE19
EAGLE 22	PE22
EAGLE 23	PE23
EAGLE 24	PE24
EAGLE 26	PE26
EGALE 27	PE27
EAGLE 28	PE28
EAGLE 29	PE29
EAGLE 32	PE32
EAGLE 33	PE33
EAGLE 24	PE34
EAGLE 35	PE35
EAGLE 36	PE36
EAGLE 37	PE37
EAGLE 38	PE38
EAGLE 39	PE39
EAGLE 40	PE40
EAGLE 41	PE41
EAGLE 42	PE42
EAGLE 43	PE43
EAGLE 44	PE44
EAGLE 45	PE45
EAGLE 46	PE46
EAGLE 47	PE47
EAGLE 48	PE48
EAGLE 19	PE49
EAGLE 50	PE50
EAGLE 51	PE51
EAGLE 52	PE52
EAGLE 53	PE53
EAGLE 54	PE54
EAGLE 55	PE55
EAGLE 56	PE56
EAGLE 57	PE57
EAGLE 58	PE58
EAGLE 59	PE59
EAGLE 60	PE60
PATROL VESSELS—SUBMARINE CHASERS (PC).	
SC-57	PC57
SC-63	PC63
SC-64	PC64
SC-102	PC102
SC-103	PC103
SC-143	PC143
SC-154	PC154
SC-159	PC159
SC-186	PC186
SC-188	PC188
SC-192	PC192
SC-210	PC210
SC-214	PC214
SC-223	PC223
SC-224	PC224
SC-229	PC229
SC-231	PC231

[1] Construction ordered July 18, 1924.

Type, name, and identification number.	
PATROL VESSELS—SUBMARINE CHASERS (PC)—Continued.	
SC-252	PC252
SC-271	PC271
SC-285	PC285
SC-306	PC306
SC-320	PC320
SC-326	PC326
SC-328	PC328
SC-330	PC330
SC-341	PC341
SC-353	PC353
SC-412	PC412
SC-419	PC419
SC-428	PC428
SC-431	PC431
SC-432	PC432
SC-433	PC433
SC-437	PC437
SC-440	PC440
PATROL VESSELS—GUNBOATS (PG).	
HELENA	PG9
PALOS	PG16
SACRAMENTO	PG19
MONOCACY	PG20
ASHEVILLE	PG21
TULSA	PG22
ELCANO	PG38
PAMPANGA	PG39
VILLALOBOS	PG42
PATROL VESSELS—CONVERTED YACHTS (PY).	
MAYFLOWER	PY1
SCORPION	PY3
SYLPH	PY5
NOKOMIS	PY6
ARAMIS	PY7
DESPATCH	PY8
NIAGARA	PY9
ISABEL	PY10
WENONAH	PY11
AUXILIARIES—DESTROYER TENDERS (AD).	
MELVILLE	AD2
DOBBIN (building)	AD3
WHITNEY (building)	AD4
BUFFALO	AD8
BLACK HAWK	AD9
BRIDGEPORT	AD10
ALTAIR	AD11
DENEBOLA	AD12
RIGEL	AD13
AUXILIARIES—SUBMARINE TENDERS (AS).	
FULTON	AS1
BUSHNELL	AS2
HOLLAND (building)	AS3
BEAVER	AS5
CAMDEN	AS6
RAINBOW	AS7

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LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.

AUXILIARIES—SUBMARINE TENDERS (AS)—Continued.

SAVANNAH AS8

CANOPUS AS9

ARGONNE ..... (*Er-AP4*) AS10

AUXILIARIES—LIGHTER-THAN-AIR AIRCRAFT TENDERS (AZ).

(None.)

AUXILIARIES—HEAVIER-THAN-AIR AIRCRAFT TENDERS (AV).

WRIGHT AV1

AUXILIARIES—REPAIR SHIPS (AR).

MEDUSA (building) AR1

PROMETHEUS AR3
VESTAL AR4

AUXILIARIES—STORESHIPS (AF).

BRIDGE AF1

RAPPAHANNOCK AF6

ARTIC AF7
BOREAS AF8
YUKON AF9

AUXILIARIES—COLLIERS (AC).

NEPTUNE AC8

PROTEUS AC9
NEREUS AC10

ORION AC11
JASON AC12

AUXILIARIES—OILERS (AO).

KANAWHA AO1
MAUMEE AO2

CUYAMA AO3

BRAZOS AO4

NECHES AO5
PECOS AO6

ARETHUSA AO7

THOMPSON, SARA AO8

PATOKA [1] AO9
SAPELO AO11
RAMAPO AO12
TRINITY AO13

BARNES, ROBERT L. AO14

KAWEAH AO15
LARAMIE AO16
MATTOLE AO17

RAPIDAN AO18
SALINAS AO19
SEPULGA AO20
TIPPECANOE AO21

AUXILIARIES—AMMUNITION SHIPS (AE).

PYRO AE1
NITRO AE2

[1] Nos. 9, 11 to 13 and 18 to 21 class.

Type, name, and identification number.

AUXILIARIES—CARGO SHIPS (AK).

KITTERY AK2

NEWPORT NEWS AK3

BATH AK4

BEAUFORT AK6

CAPELLA AK13

REGULUS AK14

SIRIUS AK15
SPICA AK16
VEGA AK17

AUXILIARIES—TRANSPORTS (AP).

HENDERSON AP1

HEYWOOD (authorized; not building) AP2

CHAUMONT AP5

AUXILIARIES—HOSPITAL SHIPS (AH).

RELIEF AH1

SOLACE AH2

MERCY AH4

AUXILIARIES—FLEET TUGS (AT).

PATAPSCO AT10
PATUXENT AT11

SONOMA AT12
ONTARIO AT13

ARAPAHO AT14
MOHAVE AT15
TILLAMOOK AT16

WANDO AT17

CHEMUNG AT18

ALLEGHENY AT19
SAGAMORE AT20

BAGADUCE AT21
TADOUSAC AT22
KALMIA AT23
KEWAYDIN AT24
UMPQUA AT25
WANDANK AT26
TATNUCK AT27
SUNNADIN AT28
MAHOPAC AT29
SCIOTA AT30
KOKA AT31
NAPA AT32
PINOLA AT33
ALGORMA AT34
CARRABASSET AT35
CONTOCOOK AT36
IUKA AT37
KEOSANQUA AT38
MONTCALM AT39

IROQUOIS AT46

PISCATAQUA AT49

NAVAJO AT52

GENESEE AT55

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LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	
AUXILIARIES—FLEET TUGS (AT)—Continued.	
LYKENS	AT56
UNDAUNTED	AT58
CHALLENGE	AT59
BAY SPRING	AT60
AUXILIARIES—MINE SWEEPERS (AM)	
No. 1-54 Class.	
LAPWING	AM1
OWL	AM2
ROBIN	AM3
SWALLOW	AM4
TANAGER	AM5
ORIOLE	AM7
CURLEW	AM8
FINCH	AM9
HERON	AM10
TURKEY	AM13
WOODCOCK	AM14
QUAIL	AM15
PARTRIDGE	AM16
EIDER	AM17
THRUSH	AM18
AVOCET	AM19
BOBOLINK	AM20
LARK	AM21
WIDGEON	AM22
TEAL	AM23
BRANT	AM24
KINGFISHER	AM25
RAIL	AM26
PELICAN	AM27
FALCON	AM28
SEAGULL	AM30
TERN	AM31
PENGUIN	AM33
SWAN	AM34
WHIPPOORWILL	AM35
BITTERN	AM36
SANDERLING	AM37
CHEWINK	AM39
CORMORANT	AM40
GANNET	AM41
GREBE	AM43
MALLARD	AM44
ORTOLAN	AM45
PEACOCK	AM46
PIGEON	AM47
REDWING	AM48
SANDPIPER	AM51

Type, name, and identification number.	
AUXILIARIES—MINE SWEEPERS (AM)—Continued.	
No. 1-54 Class—Continued.	
VIREO	AM52
WARBLER	AM53
WILLET	AM54
AUXILIARIES—MISCELLANEOUS (AG).	
HANNIBAL	AG1
GENERAL ALAVA	AG5
ANTARES	AG10
PROCYON	AG11
GOLD STAR	AG12
PENSACOLA	AG13
ABARENDA	(*Ex-AC13*) AG14
AJAX	(*Ex-AC14*) AG15
UNCLASSIFIED.	
AMERICA	
ANNAPOLIS	*Ex-PG10*
BOSTON	
BRIARCLIFF	
CHEYENNE	*Ex-BM10*
CHICAGO	*Ex-CA14 Ex-CL14*
COMMODORE	
CUMBERLAND	
DUBUQUE	*Ex-AG6*
ESSEX	
HANCOCK	*Ex-AP3*
HARTFORD	
HAWK	*Ex-PY2*
ILLINOIS	*Ex-BB7*
KEARSARGE	*Ex-BB5*
NANTUCKET	*Ex-PG28*
NEWPORT	*Ex-PG12*
NEWTON	
NORTH DAKOTA	*Ex-BB29*
OLD CONSTELLATION	
OLD CONSTITUTION	
OREGON	*Ex-BB3*
PADUCAH	*Ex-AG7*
PHILADELPHIA	
REINA MERCEDES	
SOUTHERY	
STURGEON BAY	
TOPEKA	*Ex-PG35*
WHEELING	*Ex-PG14*
WILMETTE	
WILMINGTON	*Ex-PG8*
WOLVERINE	
YANTIC	

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BATTLESHIPS—FIRST LINE (BB).

	Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).[2]	Tons per inch-immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	ARIZONA[3].....BB39	608 0	600 0	97 0½	28 10	31,400	101.5	32,567	29 10	1
2	ARKANSAS[3].....BB33	562 0	554 0	93 2½	28 6	26,000	88.5	27,243	29 7	2
3	CALIFORNIA[4].....BB44	624 0	600 0	97 3½	30 3	32,300	101.0	33,190	31 0	3
4	COLORADO.....BB45	624 0	600 0	97 3½	30 6	32,600	101.1	33,590	31 3½	4
5	FLORIDA[3].....BB30	521 6	510 0	88 2½	28 6	21,825	74.0	23,033	30 1	5
6	IDAHO.....BB42	624 0	600 0	97 4½	30 0	32,000	100.7	33,000	31 0½	6
7	MARYLAND[3].....BB46	624 0	600 0	97 3½	30 6	32,600	101.1	33,590	31 3½	7
8	MISSISSIPPI.....BB41	624 0	600 0	97 4½	30 0	32,000	100.7	33,000	31 0½	8
9	NEVADA.....BB36	583 0	575 0	95 2½	28 6	27,500	93.2	28,400	29 7	9
10	NEW MEXICO[4].....BB40	624 0	600 0	97 4½	30 0	32,000	100.7	33,000	31 0½	10
11	NEW YORK[3].....BB34	573 0	565 0	95 2½	28 6	27,000	91.8	28,367	29 7	11
12	OKLAHOMA.....BB37	583 0	575 0	95 2½	28 6	27,500	93.2	28,400	29 7½	12
13	PENNSYLVANIA[4].....BB38	608 0	600 0	97 0½	28 10	31,400	101.5	32,567	29 10	13
14	TENNESSEE.....BB43	624 0	600 0	97 3½	30 3	32,300	101.0	33,190	31 0	14
15	TEXAS[3].....BB35	573 0	565 0	95 2½	28 6	27,000	91.8	28,367	29 7	15
16	UTAH[3].....BB31	521 6	510 0	88 2½	28 6	21,825	74.0	23,033	30 1	16
17	WEST VIRGINIA[4].....BB48	624 0	600 0	97 3½	30 6	32,600	101.1	33,590	31 3½	17
18	WYOMING[3].....BB32	562 0	554 0	93 2½	28 6	26,000	88.5	27,243	29 7	18
	Total normal displacement.....					525,850				

[1] Length on designed water line.
[2] Two-thirds full supply of stores and fuel; full supply of ammunition.
[3] Fitted as a flagship (division.)
[4] Fitted as flagship (fleet.)

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BATTLESHIPS—FIRST LINE (BB).

	Trial.		Fuel capacity.			Rig.		Name and official number.	
			Coal.	Fuel oil.					
	Displacement.	Speed.	42 cubic feet per ton.	40 cubic feet per ton.	Gallons.	Number of funnels.	Masts.		
	Tons.	*Knots.*	*Tons.*	*Tons.*					
1	[1] 31,400	[1] 21.0	.....	.....	.....	1	2 cage...	ARIZONA.....BB39	1
2	25,546	21.05	.....	.....	.....	2	2 cage...	ARKANSAS.....BB33	2
3	33,967	21.46	.....	.....	.....	2	2 cage...	CALIFORNIA.....BB44	3
4	[1] 32,600	[1] 21.0	.....	.....	.....	2	2 cage...	COLORADO.....BB45	4
5	21,240	22.08	.....	.....	.....	2	2 cage...	FLORIDA.....BB30	5
6	32,819	21.29	.....	.....	.....	1	2 cage...	IDAHO.....BB42	6
7	32,655	21.07	.....	.....	.....	2	2 cage...	MARYLAND.....BB46	7
8	32,650	21.09	.....	.....	.....	1	2 cage...	MISSISSIPPI.....BB41	8
9	27,135	20.53	.....	.....	.....	1	2 cage...	NEVADA.....BB36	9
10	32,744	21.08	.....	.....	.....	1	2 cage...	NEW MEXICO.....BB40	10
11	26,342	21.47	.....	.....	.....	2	2 cage...	NEW YORK.....BB34	11
12	27,286	20.58	.....	.....	.....	1	2 cage...	OKLAHOMA.....BB37	12
13	30,812	21.05	.....	.....	.....	1	2 cage...	PENNSYLVANIA.....BB38	13
14	32,878	21.01	.....	.....	.....	2	2 cage...	TENNESSEE.....BB43	14
15	26,250	21.05	.....	.....	.....	2	2 cage...	TEXAS.....BB35	15
16	21,284	21.04	.....	.....	.....	2	2 cage...	UTAH.....BB31	16
17	[1] 32,600	[1] 21.0	.....	.....	.....	2	2 cage...	WEST VIRGINIA.....BB48	17
18	25,085	21.22	.....	.....	.....	2	2 cage...	WYOMING.....BB32	18

[1] Estimated.

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BATTLESHIPS—FIRST LINE (BB).

	Name.	Number of propellers.	Engines. Type.	Boilers. Number and type.	Boilers. Total grate surface.	Boilers. Total heating surface.	Shaft horsepower on trial. Main engines.	Shaft horsepower on trial. Total maximum	
					Sq. ft.	*Sq. ft.*			
1	ARIZONA	4	Parsons turb. (geared cruising).	12 B. & W.	(Oil)	55,332	[1] 34,000	.....	1
2	ARKANSAS	4	Parsons turbine	12 B. & W.	[2] 1,428	64,234	28,533	29,319	2
3	CALIFORNIA	4	G. E. turb., electric drive[3]	8 Bu. Exp.	(Oil)	50,984	94,792	.....	3
4	COLORADO	4	Westgh. turb., elect. drive[3]	8 B. & W.	(Oil)	41,768 [4] 4,168	[1] 28,900	.....	4
5	FLORIDA	4	Parsons turbine	12 B. & W.	[2] 1,428	64,234	40,511	41,810	5
6	IDAHO	4	Parsons turb. (geared cruising).	9 B. & W.	(Oil)	55,458	33,100	.....	6
7	MARYLAND	4	G. E. turb., electric drive[3]	8 B. & W.	(Oil)	41,768 [4] 4,168	36,167	.....	7
8	MISSISSIPPI	4	Curtis turb. (geared cruising).	9 B. & W.	(Oil)	55,458	31,804	.....	8
9	NEVADA	2	Curtis turb. (geared cruising).	12 Yarrow	(Oil)	48,000	23,312	.....	9
10	NEW MEXICO	4	G. E. turb., electric drive[3]	9 B. & W[6]	(Oil)	55,458 [4] 4,476	31,197	.....	10
11	NEW YORK	2	Vert. 3-exp.[7]	14 B. & W.	[2] 1,554	62,21[illegible] [4] 3,267	[5] 29,687	.....	11
12	OKLAHOMA	2	Vert. 3-exp.[8]	12 B. & W.	(Oil)	48,000 [4] 2,274	[5] 21,703	.....	12
13	PENNSYLVANIA	4	Curtis turb. (geared cruising)	12 B. & W.	(Oil)	55,332	29,366	.....	13
14	TENNESSEE	4	Westgh. turb., elect. drive[3]	8 B. & W.	(Oil)	41,768 [4] 4,168	29,609	.....	14
15	TEXAS	2	Vert. 3-exp.[7]	14 B. & W[6]	[2] 1,551	62,213 [4] 3,267	[5] 28,373	.....	15
16	UTAH	4	Parsons turbine	12 B. & W.	[2] 1,428	64,234	27,026	28,136	16
17	WEST VIRGINIA	4	G. E. turb., elect. drive[3]	8 B. & W.	(Oil)	41,768 [4] 4,168	[1] 28,900	.....	17
18	WYOMING	4	Parsons turbine	12 B. & W.	[2] 1,428	64,234	31,437	34,956	18
	Total horsepower							555,131	

[1] Estimated.
[2] Coal and oil burning.
[3] Two main generators, four propelling motors.
[4] Superheating surface.
[5] Indicated horsepower.
[6] Eight with superheaters.
[7] $\frac{39\times63\times83\times83}{48}$
[8] $\frac{35\times59\times78\times78}{48}$

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BATTLESHIPS—FIRST LINE (BB).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
1	2,462	2 2	300 300	120–240 [1] 240	6-300-$\frac{6000}{900}$ 6-300-$\frac{6000}{900}$	Westinghouse De Laval-Crocker Wheeler	ARIZONA.....BB39	1
2	2,178	4	300	125	6-300-1500	General Electric	ARKANSAS.....BB33	2
3	[2] 1,805	6	300	120–240	6-300-$\frac{4000}{1000}$	.....do	CALIFORNIA.....BB44	3
4	[2] 2,002	6	300	120–240	6-300-$\frac{6000}{900}$	Westinghouse	COLORADO.....BB45	4
5	2,152	4	300	125	6-300-1500	General electric	FLORIDA.....BB30	5
6	2,703	4	300	120–240	6-300-$\frac{4000}{1000}$	.....do	IDAHO.....BB42	6
7	[2] 2,002	6	300	120–240	6-300-$\frac{4000}{1000}$	.....do	MARYLAND.....BB46	7
8	2,298	4	300	120–240	6-300-$\frac{4000}{1000}$	.....do	MISSISSIPPI.....BB41	8
9	1,860	4	300	125	6-300-1500	General Electric	NEVADA.....BB36	9
10	2,351	6	300	120–240	6-300-$\frac{4000}{1000}$	.....do	NEW MEXICO.....BB40	10
11	2,348	4	300	125	6-300-1500	.....do	NEW YORK.....BB34	11
12	1,933	4	300	125	6-300-1500	.....do	OKLAHOMA.....BB37	12
13	2,380	4	300	125	6-300-1500	.....do	PENNSYLVANIA.....BB38	13
14	2,045	6	300	120–240	6-300-$\frac{6000}{900}$	Westinghouse	TENNESSEE.....BB43	14
15	2,271	4	300	125	6-300-1500	General Electric	TEXAS.....BB35	15
16	2,064	4	300	125	6-300-1500	.....do	UTAH.....BB31	16
17	[2] 2,002	6	300	120–240	6-300-$\frac{4000}{1000}$	General Electric	WEST VIRGINIA.....BB48	17
18	2,095	4	300	125	6-300-1500	.....do	WYOMING.....BB32	18

[1] With 120-volt balancers.

[2] Estimate.

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BATTLESHIPS—FIRST LINE (BB).

	Name.	Armament.					
		Guns.				Torpedo tubes (submerged).	
		Turret.	Secondary.	Antiair-craft.	Saluting.		
1	ARIZONA	[1] 12 14", 45 cal.	14 5", 51 cal.	8 3", 50 cal.	4 3-pdr.	2 21"	1
2	ARKANSAS	[2] 12 12", 50 cal.	16 5", 51 cal.	8 3", 50 cal.	4 3-pdr.	2 21"	2
3	CALIFORNIA	[1] 12 14", 50 cal.	12 5", 51 cal.	8 3", 50 cal.	4 6-pdr.	2 21"	3
4	COLORADO	[1] 8 16", 45 cal.	12 5", 51 cal.	8 3", 50 cal.	4 6-pdr.	2 21"	4
5	FLORIDA	[3] 10 12", 45 cal.	16 5", 51 cal.	8 3", 50 cal.	4 6-pdr.	2 21"	5
6	IDAHO	[1] 12 14", 50 cal.	12 5", 51 cal.	8 3", 50 cal.	4 3-pdr.	2 21"	6
7	MARYLAND	[1] 8 16", 45 cal.	12 5", 51 cal.	8 3", 50 cal.	4 6-pdr.	2 21"	7
8	MISSISSIPPI	[1] 12 14", 50 cal.	12 5", 51 cal.	8 3", 50 cal.	4 6-pdr.	2 21"	8
9	NEVADA	[4] 10 14", 45 cal.	12 5", 51 cal.	8 3", 50 cal.	4 6-pdr.	2 21"	9
10	NEW MEXICO	[1] 12 14", 50 cal.	12 5", 51 cal.	8 3", 50 cal.	4 6-pdr.	2 21"	10
11	NEW YORK	[3] 10 14", 45 cal.	16 5", 51 cal.	8 3", 50 cal.	4 3-pdr.	4 21"	11
12	OKLAHOMA	[4] 10 14", 45 cal.	12 5", 51 cal.	8 3", 50 cal.	4 3-pdr.	2 21"	12
13	PENNSYLVANIA	[1] 12 14", 45 cal.	14 5", 51 cal.	8 3", 50 cal.	4 3-pdr.	2 21"	13
14	TENNESSEE	[1] 12 14", 50 cal.	12 5", 51 cal.	8 3", 50 cal.	4 6-pdr.	2 21"	14
15	TEXAS	[3] 10 14", 45 cal.	16 5", 51 cal.	8 3", 50 cal.	4 3-pdr.	4 21"	15
16	UTAH	[3] 10 12", 45 cal.	16 5", 51 cal.	8 3", 50 cal.	4 3-pdr.	2 21"	16
17	WEST VIRGINIA	[1] 8 16", 45 cal.	12 5", 51 cal.	8 3", 50 cal.	4 6-pdr.	2 21"	17
18	WYOMING	[2] 12 12", 50 cal.	16 5", 51 cal.	8 3", 50 cal.	4 6-pdr.	2 21"	18

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

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BATTLESHIPS—FIRST LINE (BB).

	Messes (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.....BB39	1
2	25	28	12	59	75	1,230	ARKANSAS.....BB33	2
3	26	28	12	60	75	1,206	CALIFORNIA.....BB44	3
4	26	28	12	60	75	1,206	COLORADO.....BB45	4
5	25	27	12	57	64	1,139	FLORIDA.....BB30	5
6	27	28	12	57	75	1,175	IDAHO.....BB42	6
7	26	28	12	60	75	1,206	MARYLAND.....BB46	7
8	27	28	12	57	75	1,175	MISSISSIPPI.....BB41	8
9	25	27	12	57	75	1,129	NEVADA.....BB36	9
10	27	28	12	60	75	1,212	NEW MEXICO.....BB40	10
11	25	28	12	58	75	1,250	NEW YORK.....BB34	11
12	25	27	12	57	75	1,129	OKLAHOMA.....BB37	12
13	27	28	12	57	75	1,181	PENNSYLVANIA.....BB38	13
14	26	28	12	60	75	1,206	TENNESSEE.....BB43	14
15	25	28	12	58	75	1,250	TEXAS.....BB35	15
16	25	27	12	57	64	1,139	UTAH.....BB31	16
17	26	28	12	60	75	1,206	WEST VIRGINIA.....BB48	17
18	25	28	12	59	75	1,230	WYOMING.....BB32	18

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BATTLESHIPS—FIRST LINE (BB).

	Name and official number.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	ARIZONA.....BB39	Navy yard, New York.....	[1] 7,425,000	Mar. 4,1913	[2] June 24,1913	1
2	ARKANSAS.....BB33	New York S. B. Co.....	4,675,000	Mar. 3,1909	Sept. 25,1909	2
3	CALIFORNIA.....BB44	Navy yard, Mare Island.....	[1] 12,750,000	Mar. 3,1915	[2] Jan. 5,1916	3
4	COLORADO.....BB45	New York S. B. Co.....	Cost+fee.	Aug. 29,1916	[2] Jan. 17,1917	4
5	FLORIDA.....BB30	Navy yard, New York.....	[1] 6,400,000	May 13,1908	[4] Nov. 24,1908	5
6	IDAHO.....BB42	New York S. B. Co	7,250,000	June 30,1914	Nov. 9,1914	6
7	MARYLAND.....BB46	Newport News S. B. Co.....	Cost+fee.	Aug. 29,1916	[5] Dec. 5,1916	7
8	MISSISSIPPI.....BB41	.....do.....	7,115,000	June 30,1914	Nov. 23,1914	8
9	NEVADA.....BB36	Fore River S. B. Co.....	5,895,000	Mar. 4,1911	Jan. 22,1912	9
10	NEW MEXICO.....BB40	Navy yard, New York.....	[1] 7,800,000	June 30,1914	[2] Oct. 20,1914	10
11	NEW YORK.....BB34	.....do.....	[1] 6,400,000	June 24,1910	[4] May 1,1911	11
12	OKLAHOMA.....BB37	New York S. B. Co.....	5,926,000	Mar. 4,1911	Jan. 22,1912	12
13	PENNSYLVANIA....BB38	Newport News S. B. Co.....	7,260,000	Aug. 22,1912	Feb. 28,1913	13
14	TENNESSEE.....BB43	Navy Yard, New York.....	[1] 12,750,000	Mar. 3,1915	[2] Dec. 28,1915	14
15	TEXAS.....BB35	Newport News S. B. Co.....	5,830,000	June 24,1910	Dec. 17,1910	15
16	UTAH.....BB31	New York S. B. Co.....	3,946,000	May 13,1908	Nov. 24,1908	16
17	WEST VIRGINIA...BB48	Newport News S. B. Co.....	Cost+fee.	Aug. 29,1916	[5] Dec. 5,1916	17
18	WYOMING.....BB32	Wm. Cramp & Sons.....	4,450,000	Mar. 3,1909	Oct. 14,1909	18

[1] Limit of cost.
[2] Date assigned to yard.
[3] Supplementary contract, July 17, 1917, and Oct. 11, 1920.
[4] Beginning of construction period.
[5] Supplementary contracts, May 29, 1917, and June 18, 1920.

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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	.....	Aug. 30, 1923	Aug. 30, 1923	COLORADO.....	4
5	Mar. 9, 1909	May 12, 1910	[1]July 24, 1911	.....	Sept. 15, 1911	FLORIDA.....	5
6	Jan. 20, 1915	June 30, 1917	Nov. 9, 1917	Mar. 24, 1919	Mar. 24, 1919	IDAHO.....	6
7	Apr. 24, 1917	Mar. 20, 1920	.....	July 20, 1921	July 21, 1921	MARYLAND.....	7
8	Apr. 5, 1915	Jan. 25, 1917	Nov. 23, 1917	Dec. 18, 1917	Dec. 18, 1917	MISSISSIPPI.....	8
9	Nov. 4, 1912	July 11, 1914	Jan. 22, 1915	Mar. 11, 1916	Mar. 11, 1916	NEVADA.....	9
10	Oct. 14, 1915	Apr. 23, 1917	[1]June 1, 1918	.....	May 20, 1918	NEW MEXICO.....	10
11	Sept. 11, 1911	Oct. 30, 1912	[1]May 1, 1914	.....	Apr. 15, 1914	NEW YORK.....	11
12	Oct. 26, 1912	Mar. 23, 1914	Jan. 22, 1915	May 2, 1916	May 2, 1916	OKLAHOMA.....	12
13	Oct. 27, 1913	Mar. 16, 1915	Feb. 28, 1916	June 12, 1916	June 12, 1916	PENNSYLVANIA.....	13
14	May 14, 1917	Apr. 30, 1919	.....	.....	June 3, 1920	TENNESSEE.....	14
15	Apr. 17, 1911	May 18, 1912	Dec. 17, 1913	Mar. 12, 1914	Mar. 12, 1914	TEXAS.....	15
16	Mar. 15, 1909	Dec. 23, 1909	July 24, 1911	Aug. 30, 1911	Aug. 31, 1911	UTAH.....	16
17	Apr. 12, 1920	Nov. 19, 1921	.....	Dec. 1, 1923	Dec. 1, 1923	WEST VIRGINIA.....	17
18	Feb. 9, 1910	May 25, 1911	June 14, 1912	Sept. 23, 1912	Sept. 25, 1912	WYOMING.....	18

[1] Expiration of construction period.

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CRUISERS—SECOND LINE (OCA).

	Name and official number.	Dimensions.			Ship fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch, immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	CHARLESTON[2].....CA19	426 6	424 0	66 0	22 6	[3] 9,700	44.8	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[2].....CA8	503 11	502 0	69 6½	24 1	13,680	57.8	15,138	26 1	3
4	HUNTINGTON[2].....CA5	503 11	502 0	69 6½	24 1	13,680	57.8	15,138	26 1	4
5	HURON[4].....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[2].....CA4	504 0	502 0	69 6½	24 1	13,680	57.8	15,138	26 1	7
8	PUEBLO[2].....CA7	504 0	502 0	69 6½	24 1	13,680	57.8	15,138	26 1	8
9	ROCHESTER[2].....CA2	384 0	380 6	64 10	23 3	[5] 8,150	39.0	8,900	26 4	9
10	SEATTLE[4].....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	[3] 9,700	44.8	10,839	24 10	11
	Total normal displacement.....					139,450				

[1] Length on designed water line.
[2] Fitted as a flagship.
[3] Two-thirds full supply of ammunition and stores.
[4] Fleet flagship.
[5] 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.

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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 officers.	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	....	654	CHARLESTON.....CA19	1
2	14,518	21.91	2,164	4	1 cage; 1 mil.	19	14	11	36	....	820	CHARLOTTE CA12	2
3	13,749	22.41	2,098	4	1 cage; 1 mil.	19	14	11	34	....	757	FREDERICK CA8	3
4	13,750	22.15	2,098	4	1 cage; 1 mil.	19	14	11	34	....	757	HUNTINGTON CA5	4
5	13,750	22.24	2,233	4	1 cage; 1 mil.	19	14	11	34	75	757	HURON CA9	5
6	14,531	22.26	2,164	4	1 cage; 1 mil.	19	14	11	36	....	820	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	34	20	757	PUEBLO CA7	8
9	8,480	21.00	[1] 1,100	3	2 military.	18	15	10	26	75	518	ROCHESTER CA2	9
10	14,500	22.27	2,062	4	1 cage; 1 mil.	19	14	11	36	75	820	SEATTLE CA11	10
11	9,665	22.13	1,793	4	2 military.	16	14	10	27	....	654	ST. LOUIS CA18	11

[1] Calculated to 6 inches below the beams.

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CRUISERS—SECOND LINE (OCA).

	Name.	Number of propellers.	Engines.					Boilers.			Indicated horsepower on trial.		
			Type.	Cylinder diameters. H. P.	I. P.	L. P.	Stroke.	Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
				In.	*In.*	*In.*	*In.*		*Sq.ft.*	*Sq.ft.*			
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 [illegible]. & W..	1,590	68,000	27,489	28,280	6
7	PITTSBURGH	2	Vert., 3-exp...	38½	63½	[1] 74	48	8 Mod. Nicl 12 B. & W..	1,600	68,308	28,006	29,071	7
8	PUEBLO	2	Vert., 3-exp...	38½	63½	[1] 74	48	16 B. & W..	1,643	74,224	26,154	27,309	8
9	ROCHESTER	2	Vert., 3-exp.[2]..	32	47	72	42	12 B. & W..	989	40,908 [3]4,800	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.

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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	125	10-100-350	General Electric	CHARLESTON CA19	1
		3	50	125	8-50-400			
2	2,104	6	100	125	8-100-350	....do	CHARLOTTE CA12	2
3	2,072	3	100	125	10-100-350	....do	FREDERICK.....CA8	3
		4	50	125	8-50-400			
4	2,066	3	100	125	10-100-350	....do	HUNTINGTON.....CA5	4
		4	50	125	8-50-400			
5	2,191	3	100	125	8-100-275	Union Iron Works	HURON.....CA9	5
		4	50	125	6-50-350			
6	2,106	6	100	125	8-100-350	General Electric	MISSOULA.....CA13	6
7	2,185	3	100	125	10-100-350	....do	PITTSBURGH.....CA4	7
		4	50	125	8-50-400			
8	2,185	3	100	125	10-100-350	....do	PUEBLO CA7	8
		4	50	125	8-50-400			
9	1,470	4	50	125	6-50-400	Forbes-C. & C. Electric Co	ROCHESTER.....CA2	9
10	2,148	6	100	125	10-100-350	General Electric	SEATTLE.....CA11	10
11	1,777	2	100	125	10-100-350	B. F. Sturtevant	ST. LOUIS.....CA18	11
		3	50	125	8-50-400			

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CRUISERS—SECOND LINE (OCA).

	Name and official number.	Armament.					
		Guns.				Torpedo tubes submerged.	
		Main.	Secondary.	Anti-aircraft.	Saluting.		
1	CHARLESTON.....CA19	12 6", 50 cal...	4 3", 50 cal....	2 3", 50 cal..	4 3-pdr.	.....	1
2	CHARLOTTE.....CA12	4 10", 40 cal.[1]..	16 6", 50 cal.; 12 3", 50 cal.	2 3", 50 cal..	4 6-pdr.	4 21"...	2
3	FREDERICK.....CA8	4 8", 45 cal.[1]...	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.[1]...	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.[1]...	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.[1]..	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.[1]...	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.[1]...	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.[1]...	8 5", 50 cal....	2 3", 50 cal..	2 3-pdr.	.....	9
10	SEATTLE.....CA11	4 10", 40 cal.[1]..	16 6", 50 cal.; 12 3", 50 cal.	2 3", 50 cal..	4 6-pdr.	4 21"...	10
11	ST. LOUIS.....CA18	12 6", 50 cal...	4 3", 50 cal....	2 3", 50 cal..	2 3-pdr.	.....	11

[1] In turrets.

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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.	Bottom.		Turrets.	Barbettes.	Forward.	Aft.			
	In.	*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.....CA8	3
4	6	6	5	8	6½-6	6	4	4	1½-4	HUNTINGTON.....CA5	4
5	6	6	5	8	6½-6	6	4	4	1½-4	HURON CA9	5
6	5	5	5	10	9-7-5	8-6	3	3	1½-4	MISSOULA.....CA13	6
7	6	6	6	8	6½-6	6	4	4	1½-4	PITTSBURGH.....CA4	7
8	6	6	6	8	6½-6	6	4	4	1½-4	PUEBLO.....CA7	8
9	4	4	4	8	6½-6	6-4	2½	2½	3-6	ROCHESTER.....CA2	9
10	5	5	5	10	9-7-5	7-4	3	3	1½-4	SEATTLE.....CA11	10
11	4	4	4	.....	.....	.....	.....	.....	2-3	ST. LOUIS.....CA18	11

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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	Neafie & Levy, Philadelphia.	2,740,000	June 7,1900	Mar. 11,1901	11

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CRUISERS—SECOND LINE (OCA).

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest comm s on.	Name and official number.	
1	Jan. 30, 1902	Jan. 23, 1904	Mar. 30, 1904	Aug. 31, 1905	Oct. 17, 1905 [1] Dec. 4, 1923	CHARLESTON.....CA19	1
2	Mar. 21, 1905	Oct. 6, 1906	Jan. 3, 1908	Apr. 27, 1908	May 7, 1908 [1] Feb. 18, 1921	CHARLOTTE.....CA12	2
3	Oct. 29, 1901	Sept. 12. 1903	Jan. 24, 1904	Apr. 18, 1905	Apr. 18, 1905 [1] Feb. 14, 1922	FREDERICK CA8	3
4	Sept. 16, 1901	Apr. 18, 1903	Jan. 24, 1904	Feb. 23, 1905	Feb. 23, 1905 [1] 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 [1] Feb. 2, 1921	MISSOULA.....CA13	6
7	Aug. 7, 1901	Aug. 22, 1903	Jan. 10, 1904	Mar. 9, 1905	Mar. 9, 1905 Aug. 1, 1922	PITTSBURGH.....CA4	7
8	Apr. 25, 1901	Apr. 25, 1903	Jan. 10, 1904	Jan. 10, 1905	Jan. 19, 1905 Apr. 1, 1921	PUEBLO.....CA7	8
9	Sept. 30, 1890	Dec. 2, 1891	Jan. 1, 1893	June 17, 1893	Aug. 1, 1893 Apr. 23, 1917	ROCHESTER.....CA2	9
10	Sept. 23, 1903	Mar. 18, 1905	Aug. 10, 1906	July 30, 1906	Aug. 7, 1906 Mar. 1, 1923	SEATTLE.....CA11	10
11	July 31, 1902	May 6, 1905	Mar. 11, 1904	Aug. 14, 1906	Aug. 18, 1906 [1] Mar. 3, 1922	ST. LOUIS.....CA18	11

[1] Date placed out of commission.

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LIGHT CRUISERS—FIRST LINE (CL).

	Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	CINCINNATI.....CL6	555 6	550 0	55 0	14 3	7,500	50.8	.....	.....	1
2	CONCORD[2].....CL10	555 6	550 0	55 0	14 3	7,500	50.8	.....	.....	2
3	DETROIT.....CL8	555 6	550 0	55 0	14 3	7,500	50.8	.....	.....	3
4	MARBLEHEAD[2].....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[2].....CL4	555 6	550 0	55 0	14 3	7,500	50.8	.....	.....	7
8	RALEIGH.....CL7	555 6	550 0	55 0	14 3	7,500	50.8	.....	.....	8
9	RICHMOND[2].....CL9	555 6	550 0	55 0	14 3	7,500	50.8	.....	.....	9
10	TRENTON.....CL11	555 6	550 0	55 0	14 3	7,500	50.8	.....	.....	10
		Total normal displacement.....				75,000				

[1] Length on designed water line.

[2] Fitted as flagship.

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LIGHT CRUISERS—FIRST LINE (CL).

	Trial.		Fuel capacity.			Rig.		Name and official number.	
			Coal.	Fuel oil.					
	Displacement.	Speed.	42 cubic feet per ton.	40 cubic feet per ton.	Gallons.	Number of funnels.	Masts.		
	Tons.	*Knots.*	*Tons.*	*Tons.*					
1	7,284	34.44	.....	.....	.....	4	1-pole; 1-tripod..	CINCINNATI CL6	1
2	[1]7,500	38.48	.....	.....	.....	4	1-pole; 1-tripod..	CORCORD.....CL10	2
3	7,187	34.63	.....	.....	.....	4	1-pole; 1-tripod..	DETROIT.....CL8	3
4	[1]7,500	[1]33.7	.....	.....	.....	4	1-pole; 1-tripod..	MARBLEHEAD.....CL12	4
5	[1]7,500	[1]33.7	.....	.....	.....	4	1-pole; 1-tripod..	MEMPHIS.....CL13	5
6	7,105	34.64	.....	.....	.....	4	1-pole; 1-tripod..	MILWAUKEE CL5	6
7	7,286	34.87	.....	.....	.....	4	1-pole; 1-tripod..	OMAHA CL4	7
8	7,198	34.63	.....	.....	.....	4	1-pole; 1-tripod..	RALEIGH CL7	8
9	7,251	34.20	.....	.....	.....	4	1-pole; 1-tripod..	RICHMOND.....CL9	9
10	[1]7,500	[1]33.7	.....	.....	.....	4	1-pole; 1-tripod..	TRENTON CL11	10

[1] Estimated.

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LIGHT CRUISERS—FIRST LINE (CL).

	Name.	Number of propellers.	Engines. Type.	Boilers (oil burning). Number and type.	Boilers (oil burning). Total heating surface.	Shaft horsepower on trial. Main engines.	Shaft horsepower on trial. Total maximum.	
					Sq. ft.			
1	CINCINNATI	4	Westgh. Pars. turb., red., gear.	12 Yarrow	90,600	94,920	.....	1
2	CONCORD	4	Parsons turb., red., gear.	12 W. Forster	90,840	92,772	.....	2
3	DETROIT	4	Curtis turb., red., gear.	12 Yarrow	90,084	97,370	.....	3
4	MARBLEHEAD	4	Parsons, turb., red., gear.	12 W. Forster	90,840	92,772	.....	4
5	MEMPHIS	4	.....do.....	.....do.....	90,840	92,772	.....	5
6	MILWAUKEE	4	Westgh. Pars. turb., red., gear.	12 Yarrow	90,600	94,920	.....	6
7	OMAHA	4	.....do.....	.....do.....	90,600	94,920	.....	7
8	RALEIGH	4	Curtis turb., red., gear.	.....do.....	90,084	97,722	.....	8
9	RICHMOND	4	Parsons turb., red., gear.	12 W. Forster	90,840	92,772	.....	9
10	TRENTON	4	.....do.....	.....do.....	90,840	92,772	.....	10
				Total shaft horsepower		943,712		

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LIGHT CRUISERS—FIRST LINE (CL).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
1	1,722	4	100	125	6-100-$\frac{3000}{1200}$	General Electric	CINCINNATI.....CL6	1
2	[1]1,587	4	100	125	8-100-$\frac{1250}{600}$	Westinghouse	CONCORD.....CL10	2
3	[1]1,587	4	100	125	6-100-$\frac{3000}{1200}$	General Electric	DETROIT.....CL8	3
4	[1]1,587	4	100	125	8-100-$\frac{1250}{600}$	Westinghouse	MARBLEHEAD.....CL12	4
5	[1]1,587	4	100	125	8-100-$\frac{1250}{600}$	do	MEMPHIS.....CL13	5
6	1,722	4	100	125	6-100-$\frac{3000}{1200}$	General Electric	MILWAUKEE.....CL5	6
7	1,722	2 50 2 100		125	4- 50-3600 6-100-$\frac{3000}{1200}$	do	OMAHA.....CL4	7
8	[1]1,587	4	100	125	6-100-$\frac{4000}{1200}$	do	RALEIGH.....CL7	8
9	[1]1,587	4	100	125	8-100-$\frac{1250}{600}$	Westinghouse	RICHMOND.....CL9	9
10	[1]1,587	4	100	125	8-100-$\frac{1250}{600}$	do	TRENTON.....CL11	10

[1] Estimated.

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LIGHT CRUISERS—FIRST LINE (CL).

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

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

[1] Twin mount in inclosed shield forward; twin mount in inclosed shield aft; eight guns in single mounts on two levels, quadrilateral arrangement.
[2] Date of supplementary contract.
[3] Together with act of Aug. 29, 1916.

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LIGHT CRUISERS—FIRST LINE (CL).

	Messes (complement).						Name and official number.	
	Ward-room officers.	Junior officers.	Warrant officers.	Chief petty officers.	Marines.	Other enlisted men.		
1	19	.....	10	29	.....	400	CINCINNATI CL6	1
2	19	.....	10	29	.....	400	CONCORD.....CL10	2
3	19	.....	10	29	.....	400	DETROIT.....CL8	3
4	19	.....	10	29	.....	400	MARBLEHEAD.....CL12	4
5	19	.....	10	29	.....	400	MEMPHIS.....CL13	5
6	19	.....	10	29	.....	400	MILWAUKEE.....CL5	6
7	19	.....	10	29	.....	400	OMAHA.....CL4	7
8	19	.....	10	29	.....	400	RALEIGH.....CL7	8
9	19	.....	10	29	.....	400	RICHMOND.....CL9	9
10	19	.....	10	29	.....	400	TRENTON.....CL11	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	Dec. 31, 1923	Jan. 1, 1924	CINCINNATI.....	1
2	Mar. 29, 1920	Dec. 15, 1921	.....	Nov. 3, 1923	Nov. 3, 1923	CONCORD.....	2
3	Nov. 10, 1920	June 29, 1922	Nov. 1, 1921	July 31, 1923	July 31, 1923	DETROIT.....	3
4	Aug. 4, 1920	Oct. 9, 1923	Jan. 1, 1922	Sept. 5, 1924	Sept. 8, 1924	MARBLEHEAD.....	4
5	Oct. 14, 1920	Apr. 17, 1924	Apr. 1, 1922	.....	.....	MEMPHIS.....	5
6	Dec. 13, 1918	Mar. 24, 1921	Dec. 1, 1921	June 20, 1923	June 20, 1923	MILWAUKEE.....	6
7	Dec. 6, 1918	Dec. 14, 1920	Aug. 1, 1921	Feb. 24, 1923	Feb. 24, 1923	OMAHA.....	7
8	Aug. 16, 1920	Oct. 25, 1922	.....do.....	Feb. 6, 1924	Feb. 6, 1924	RALEIGH.....	8
9	Feb. 16, 1920	Sept. 29, 1921	.....	June 28, 1923	July 2, 1923	RICHMOND.....	9
10	Aug. 18, 1920	Apr. 16, 1923	Oct. 1, 1921	Apr. 15, 1924	Apr. 19, 1924	TRENTON.....	10

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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.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	ALBANY[1].....CL23 *Ex-PG36*	354 10	346 0	43 9	16 10	3,430	23.0	3,954	19 1	1
2	BIRMINGHAM[2].....CL2	423 1	420 0	47 1	16 9	3,750	31.0	4,687	18 9	2
3	CHATTANOOGA[2].....CL18 *Ex-PG30*	308 11	292 0	44 0	15 9	3,200	22.3	3,514	17 0	3
4	CHESTER[2].....CL1	423 1	420 0	47 1	16 9	3,750	31.0	4,687	18 9	4
5	CLEVELAND[2].....CL21 *Ex-PG33*	308 10	292 0	44 0	15 9	3,200	22.3	3,514	17 0	5
6	DENVER[2].....CL16 *Ex-PG28*	308 9	292 0	44 0	15 9	3,200	22.3	3,514	17 0	6
7	DES MOINES[2].....CL17 *Ex-PG29*	309 10	292 0	44 0	15 9	3,200	22.3	3,514	17 0	7
8	GALVESTON[2].....CL19 *Ex-PG31*	308 10	292 0	44 0	15 9	3,200	22.3	3,514	17 0	8
9	NEW ORLEANS[1].....CL22 *Ex-PG34*	354 10	346 0	43 9	16 10	3,430	23.0	3,954	19 1	9
10	OLYMPIA[3].....CL15 *Ex-CA15*	344 1	340 0	53 0½	21 6	5,865	29.3	6,558	25 0	10
11	SALEM[2].....CL3	423 1	420 0	47 1	16 9	3,750	31.0	4,687	18 9	11
					Total normal displacement....	39,975				

[1] Sheathed with teak below water line.
[2] Fitted as flagship.
[3] Sheathed with Georgia pine below water line.

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

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LIGHT CRUISERS—SECOND LINE (OCL).

	Trial.		Fuel capacity.			Rig.		Name and official number.	
			Coal.	Fuel oil.					
	Displacement.	Speed.	42 cubic feet per ton.	40 cubic feet per ton.	Gallons.	Number of funnels.	Masts.		
	Tons.	*Knots.*	*Tons.*	*Tons.*					
1	3,450	20.52	782	.....	.....	2	2 mil....	ALBANY.....CL23	1
2	3,720	24.33	[1] 1,433	.....	.....	4	2.....	BIRMINGHAM.....CL2	2
3	3,207	16.65	[2] 739	.....	.....	2	Schooner	CHATTANOOGA.....CL18	3
4	3,673	26.52	[1] 1,408	.....	.....	4	2.....	CHESTER.....CL1	4
5	3,202	16.45	[2] 737	.....	.....	2	Schooner	CLEVELAND.....CL21	5
6	3,200	16.75	[2] 727	.....	.....	2	Schooner	DENVER.....CL16	6
7	3,196	16.65	[2] 705	.....	.....	2	Schooner	DES MOINES.....CL17	7
8	3,255	16.41	[2] 741	.....	.....	2	Schooner	GALVESTON.....CL19	8
9	.....	[3] 20.00	693	.....	.....	2	2 mil....	NEW ORLEANS.....CL22	9
10	5,566	21.69	1,169	.....	.....	2	Schooner	OLYMPIA.....CL15	10
11	3,751	25.95	[1] 1,433	.....	.....	4	2.....	SALEM.....CL3	11

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

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LIGHT CRUISERS—SECOND LINE (OCL).

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

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

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LIGHT CRUISERS—SECOND LINE (OCL).

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

[1] Estimated.

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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.....	1 3", 50 cal. A.A.; 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.....	1 3", 50 cal. A. A.; 6 6-pdr.	.....	.....	3
4	CHESTER.....CL1	4 5", 51 cal.....	2 3", 50 cal.; 1 3", 50 cal. A. A.; 2 3-pdr. saluting.	.....	2-21"	4
5	CLEVELAND.....CL21	8 5", 50 cal.....	1 3", 50 cal. A. A.; 6 6-pdr.	.....	.....	5
6	DENVER.....CL16	8 5", 50 cal.....	1 3", 50 cal. A. A.; 6 6-pdr.	.....	.....	6
7	DES MOINES.....CL17	8 5", 50 cal.....	1 3", 50 cal. A. A.; 6 6-pdr.	.....	.....	7
8	GALVESTON.....CL19	8 5", 50 cal.....	1 3", 23 cal.; 6 6-pdr.....	.....	.....	8
9	NEW ORLEANS....CL22	8 5", 50 cal.....	2 3-pdr.....	.....	.....	9
10	OLYMPIA.....CL15	10 5", 51 cal.....	2 3", 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

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LIGHT CRUISERS—SECOND LINE (OCL).

	Protective deck amidships, total thickness.		Messes (complement).						Name and official number.	
	Flat.	Slope.	Ward-room officers.	Junior officers.	War-rant officers.	Chief petty officers.	Ma-rines.	Other enlisted men.		
	In.	*In.*								
1	1½	3½	12	.....	.....	20	.....	265	ALBANY.....CL23	1
2	(1)	.....	19	.....	10	28	.....	272	BIRMINGHAM.....CL2	2
3	5/16	2½	14	.....	.....	18	.....	270	CHATTANOOGA.....CL18	3
4	(1)	.....	19	.....	10	26	.....	332	CHESTER.....CL1	4
5	5/16	2½	14	.....	.....	18	30	270	CLEVELAND.....CL21	5
6	5/16	2½	14	.....	.....	18	30	270	DENVER.....CL16	6
7	5/16	2½	14	.....	.....	18	.....	270	DES MOINES.....CL17	7
8	5/16	2½	14	.....	.....	18	30	270	GALVESTON.....CL19	8
9	1½	3½	12	.....	.....	20	30	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

[1] Two-inch nickel steel water-line protection.

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LIGHT CRUISERS—SECOND LINE (OCL).

	Name and official No.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	ALBANY.....CL23	Armstrong, Mitchell & Co., Newcastle, Eng.	[1] 1,205,000	.....	[2]Mar. 16, 1898	1
2	BIRMINGHAM.....CL2	Fore River S. B. Co.....	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 Works.....	1,041,650	Mar. 3, 1899	Dec. 14, 1899	5
6	DENVER.....CL16	Neafie & 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.	[1] 1,429,215	.....	[2]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

[1] Purchase price. [2] Date of purchase.

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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 [1]Oct. 10, 1922	ALBANY.....CL23	1
2	Aug. 14, 1905	May 29, 1907	Nov. 17, 1907	Apr. 10, 1908	Apr. 11, 1908 [1]Dec. 1, 1923	BIRMINGHAM.....CL2	2
3	Mar. 29, 1900	Mar. 7, 1903	June 14, 1902	Mar. 3, 1905	Oct. 11, 1904 [1]July 19, 1921	CHATTANOOGA.....CL18	3
4	Sept. 25, 1905	June 26, 1907	May 4, 1908	Apr. 24, 1908	Apr. 25, 1908 [1]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 [1]Apr. 9, 1921	DES MOINES.....CL17	7
8	Jan. 19, 1901	July 23, 1903	June 14, 1902	June 10, 1905	Feb. 15, 1905 Feb. 5, 1924	GALVESTON.....CL19	8
9	.....	Dec. 4, 1896	.....	.....	Mar. 18, 1898 [1]Nov. 16, 1922	NEW ORLEANS....CL22	9
10	June 17, 1891	Nov. 5, 1892	Apr. 1, 1893	Feb. 20, 1894	Feb. 5, 1895 [1]Dec. 9, 1922	OLYMPIA.....CL15	10
11	Aug. 28, 1905	July 27, 1907	Mar. 17, 1908	July 27, 1908	Aug. 1, 1908 [1]Aug. 16, 1921	SALEM..... CL3	11

[1] Date placed out of commission.

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AIRCRAFT CARRIERS—FIRST LINE (CV).

	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	
		Ft. In.	*Ft. In.*	*Ft. In.*	*Ft. In.*	*Tons.*		*Tons.*	*Ft. In.*	
1	Lexington [1].....CV2	888–0	850–0	[7] 106–0	.....	.....	.....	.....	.....	1
2	Saratoga [1].....CV3	888–0	850–0	[7] 106–0	.....	.....	.....	.....	.....	2

	Name.	Number of propellers.	Engines—type.	Boilers (Oil burning).		Shaft horsepower on trial.		
				Number and type.	Total heating surface.	Main engines.	Totol maximum.	
1	LEXINGTON.....	4	G. E. turb, electric drive [4].....	16 Yarrow...	180,000 [5] 18,000	[6] 180,000	.....	1
2	SARATOGA.....	4	G. E. turb, electric drive [4].....	16 W. Forster.	180,000 [5] 18,000	[6] 180,000	.....	2
	Total shaft horsepower.....					360,000		

	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	LEXINGTON.....CV2	Fore River S. B. Corp.....	Cost+Fee..	[2] July 1, 1922	[3] Nov. 2, 1922	1
2	SARATOGA.....CV3	New York S. B. Corp.....	Cost+Fee..	.....do.....	[3] Oct. 30, 1922	2

[1] LEXINGTON, formerly battle Cruiser No. 1; SARATOGA, formerly battle cruiser No. 3; conversion to aircraft carrier authorized July 1, 1922.

[2] Date of act authorizing conversion from battle cruiser; authorized as battle cruiser by act of Aug. 29, 1916.

[3] Date supplementary contract was signed for conversion from battle cruiser; contract for construction as battle cruiser was signed Apr. 26, 1917, for the LEXINGTON, and May 5, 1917, for the SARATOGA.

[4] Four main Generators; eight propelling motors.

[5] Superheating—surface.

[6] Estimated.

[7] Extreme.

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AIRCRAFT CARRIERS—FIRST LINE (CV)

	Trial.		Fuel capacity.			Rig.		Name and official number.	
			Coal.	Fuel oil.					
	Displacement.	Speed.	42 cubic feet per ton.	40 cubic feet per ton.	Gallons.	Number of funnels.	Masts.		
	Tons.	*Knots.*	*Tons.*	*Tons.*					
1	.....	.....	.....	.....	.....	....	.....	LEXINGTON.....CV2	1
2	.....	.....	.....	.....	.....	....	.....	SARATOGA.....CV3	2

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons							
1	.....	6	750	240	.....	General Electric Co.....	LEXINGTON.....CV2	1
2	.....	6	750	240	.....	General Electric Co.....	SARATOGA.....CV3	2

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
1	Jan. 8, 1921.	.....	None....	.....	.....	LEXINGTON.....CV2	1
2	Sept. 25, 1920.	.....	...do....	.....	.....	SARATOGA.....CV3	2

	Name and official number.	Armament.	Messes (complement).[1]					
			Ward room officers.	Junior officers.	Warrant officers.	Chief petty officers.	Other enlisted men.	
1	LEXINGTON.....CV2	8–8″ 55 cal.; 12–5″ 25 cal. A. A.; 4–6 pdr. Saluting guns; 4–21″ Torpedo tubes.	25	.....	15	79	1094	1
2	SARATOGA.....CV3	.....do.....	25	.....	15	79	1094	2

[1] Does not include officer and enlisted personnel for aircraft squadrons.

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AIRCRAFT CARRIERS—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.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	LANGLEY [1].....CV1	542 0	520 0	65 0	18 10½	[2]12,700	61.9	.....	.....	1

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

	Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	LANGLEY.....	[3] Navy yard, Norfolk.....	[4] 500,000	[5] July 11, 1919	.....	1

	Name and official number.	Guns.	Messes (complement).[6]					
			Ward-room officers.	Junior officers.	Warrant officers.	Chief petty officers.	Other enlisted men.	
1	LANGLEY CVI	[4] 5", 51 cal.....	13	4	14	29	281	1

[1] Formerly Collier Jupiter; conversion to aircraft carrier authorized July 11, 1919.
[2] Estimated.
[3] Built at Navy Yard, Mare Island; converted from collier to aircraft carrier at Norfolk.
[4] Appropriation for conversion into an airplane carrier.
[5] Conversion authorized by act of July 11, 1919.
[6] Complement does not include officer and enlisted personnel for aircraft squadrons.

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AIRCRAFT CARRIERS—SECOND LINE (OCV).

	Trial.		Fuel capacity.			Rig.		Name and official number.	
			Coal.	Fuel oil.					
	Displacement	Speed.	42 cubic feet per ton.	40 cubic feet per ton.	Gallons.	Number of funnels.	Masts.		
	Tons.	*Knots*	*Tons.*	*Tons.*					
1	.....	[1] 15	.....	.....	.....	([2])	([2])	LANGLEY.....CVI	1

	Electric turbo-generating sets.						Name.	
	Total weight of machinery (wet).	Number.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
1	1,137	3	200	125	4-200-1700			
		2	35	125	2-35-3600	General Electric Co.....	LANGLEY[3].....	1

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
1	Oct. 18, 1911..	Aug. 24, 1912..	.....	.....	[4] Mar. 20, 1922	LANGLEY CVI	1

[1] Estimated.
[2] Two special funnels, one on the port side and one on the starboard side of the ship; two housing masts.
[3] Langley is also equipped with one 45 K. W. motor generator exciter set for main propulsion.
[4] As aircraft carrier.

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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.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	AROOSTOOK....CM3	395 0	[1] 375 0	52 2	16 0	3,800	32.5	.....	17 0	1
2	BALTIMORE [2]...CM1	335 0	327 6	48 7½	19 6	4,413	25.9	5,482	.....	2
3	SAN FRANCISCO[3].CM2	324 6	310 0	49 2	18 9	4,083	25.0	4,583	.....	3
4	SHAWMUT.....CM4	395 0	[1] 375 0	52 2	16 0	3,800	32.5	.....	17 0	4
					Total normal displacement....	16,096				

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

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MINELAYERS—SECOND LINE (OCM).

	Trial.		Fuel capacity.			Rig.		Name and official number.	
	Displacement.	Speed.	Coal.	Fuel oil.		Number of funnels.	Masts.		
			42 cubic feet per ton.	40 cubic feet per ton.	Gallons.				
	Tons.	*Knots.*	*Tons.*	*Tons.*					
1	.....	[1] 20.0	.....	607	181,600	2	2	AROOSTOOK.....CM3	1
2	.....	20.1	1,092	.....	.....	2	2	BALTIMORE.....CM1	2
3	.....	19.52	663	.....	.....	2	2	SAN FRANCISCO.....CM2	3
4	.....	[1] 20.0	.....	607	181,600	2	2	SHAWMUT.....CM4	4

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

[1] Estimated.

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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	[1] 1,350,000	([2])	[3] 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	[1] 1,350,000	([2])	[3] Nov. 9, 1917	4

	Name.	Armament.	Complement.			
			Officers.	Chief petty officers.	Other enlisted men.	
1	AROOSTOOK	1 5″, 51 cal.; 2 3″, 50 cal. A. A.	17	28	328	1
2	BALTIMORE	4 5″, 51 cal.; 2 3″, 50 cal. A.A.; 4 6-pdr.; 2 1-pdr.	17	21	313	2
3	SAN FRANCISCO	3 5″, 51 cal.; 2 6-pdr.; 2 3″, 50 cal. A. A.	17	20	312	3
4	SHAWMUT	1 5″, 51 cal.; 2 3″, 50 cal. A. A.; 2 6-pdr.; 4 1-pdr.	17	28	328	4

[1] Purchase price. [2] Purchased during the World War (1917–18). [3] Date of purchase.

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MINELAYERS—SECOND LINE (OCM).

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
1	.....	1907	.....	.....	Dec. 7, 1917	AROOSTOOK CM3	1
2	May 5, 1887	Oct. 6, 1888	June 17, 1888	.....	Jan. 7, 1890 Sept. 15, 1922 [1]	BALTIMORE CM1	2
3	Aug. 14, 1888	Oct. 26, 1889	Oct. 26, 1889	Oct. 3, 1890	Nov. 15, 1890 Dec. 24, 1921 [1]	SAN FRANCISCO CM2	3
4	.....	1907	.....	.....	Dec. 7, 1917	SHAWMUT CM4	4

[1] Date placed out of commission.

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DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	ABBOT.....DD184	314 4½	310 0	30 11½	9 3⅜	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 9¾	2
3	ALLEN.....DD66	315 3	310 0	[2] 29 11	9 2¾	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 9¾	4
5	AUSBURN, CHARLES. DD294	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	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 E. DD196	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	9
10	BAGLEY.....DD185	314 4½	310 0	30 11½	9 3⅜	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 9¾	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 9¾	14
15	BANCROFT.....DD256	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	15
16	BARKER.....DD213	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	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 9¾	18
19	BELKNAP.....DD251	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	19
20	BELL.....DD95	314 4½	310 11½	30 11½	9 1⅜	1,191	15.4	1,284	9 9⅞	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 9¾	24
25	BLAKELEY.....DD150	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	25

[1] Length on designed water line. [2] Extreme.

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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.*								
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	[2]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]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]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]1,162	35.06	.....	.....	4	2	8	10	104	BLAKELEY.....DD150	25

[1] Estimated. [2] Two-hour trial.

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DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning). Number and type.	Boilers (oil burning). Total heating surface.	Shaft horse-power on trial. Main engines.	Shaft horse-power on trial. Total maximum.	
					Sq. ft.			
1	ABBOT	2	Curtis turb.[1]	4 Thornycroft	28,000	26,625	.....	1
2	ALDEN	2	Parsons geared turb.	4 White-Forster.	27,500	25,940	.....	2
3	ALLEN	2	Parsons turb.[2]	4 Normand	22,500	16,369	.....	3
4	AULICK	2	Curtis geared turb.	4 Yarrow	27,540	27,940	.....	4
5	AUSBURN, CHARLES.	2	Curtis geared turb.	4 Yarrow	27,540	28,160	.....	5
6	AYLWIN	2	Zoelly turb.[3]	4 White-Forster.	21,600	16,286	.....	6
7	BABBITT	2	Parsons geared turb.	4 Thornycroft	27,048	25,620	.....	7
8	BADGER	2	Parsons geared turb.	4 Thornycroft	27,048	25,820	.....	8
9	BADGER, GEORGE E.	2	Westgh. geared turb.	4 White-Forster.	27,500	28,410	.....	9
10	BAGLEY	2	Curtis turb.[1]	4 Thornycroft	28,000	26,620	.....	10
11	BAILEY	2	Curtis geared turb.	4 Yarrow	27,540	27,900	.....	11
12	BAINBRIDGE	2	Westgh. geared turb.	4 White-Forster.	27,500	29,280	.....	12
13	BALCH	2	Zoelly turb.[3]	4 White-Forster.	21,600	17,251	.....	13
14	BALLARD	2	Curtis geared turb.	4 Yarrow	27,540	29,650	.....	14
15	BANCROFT	2	Curtis geared turb.	4 Yarrow	27,540	28,100	.....	15
16	BARKER	2	Parsons geared turb.	4 White-Forster.	27,500	26,050	.....	16
17	BARNEY	2	Parsons geared turb.	4 White-Forster.	27,500	25,010	.....	17
18	BARRY	2	Westgh. geared turb.	4 White-Forster.	27,500	29,300	.....	18
19	BELKNAP	2	Curtis geared turb.	4 Yarrow	27,540	28,720	.....	19
20	BELL	2	Curtis geared turb.	4 Yarrow	27,540	27,411	.....	20
21	BENHAM	2	Zoelly turb.[3]	4 White-Forster.	21,600	16,610	.....	21
22	BERNADOU	2	Parsons geared turb.	4 White-Forster.	27,500	24,810	.....	22
23	BIDDLE	2	Parsons geared turb.	4 White-Forster.	27,500	24,870	.....	23
24	BILLINGSLEY	2	Curtis geared turb.	4 Yarrow	27,540	28,600	.....	24
25	BLAKELEY	2	Parsons geared turb.	4 White-Forster.	27,500	24,740	.....	25

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

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DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
1	442	2	25	125	8-25-$\frac{1800}{1800}$	Westinghouse.....	ABBOT.....DD184	1
2	415	2	25	125	8-25-$\frac{1800}{1800}$	.....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-$\frac{1800}{1800}$	Westinghouse.....	AYLWIN.....DD47	6
7	[1]441	2	25	125	2-25-3600	General Electric...	BABBITT.....DD128	7
8	[1]441	2	25	125	2-25-3600	.....do.....	BADGER.....DD126	8
9	450	2	25	125	8-25-$\frac{1800}{1800}$	Westinghouse.....	BADGER, GEORGE E.....DD196	9
10	442	2	25	125	8-25-$\frac{1800}{1800}$	.....do.....	BAGLEY.....DD185	10
11	435	2	25	125	2-25-3600	General Electric...	BAILEY.....DD269	11
12	449	2	25	125	8-25-$\frac{1800}{1800}$	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-$\frac{1800}{1800}$	Westinghouse.....	BARKER.....DD213	16
17	412	2	25	125	8-25-$\frac{1800}{1800}$	.....do.....	BARNEY.....DD149	17
18	449	2	25	125	8-25-$\frac{1800}{1800}$	.....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-$\frac{1800}{1800}$	Westinghouse.....	BENHAM.....DD49	21
22	412	2	25	125	8-25-$\frac{1800}{1800}$	.....do.....	BERNADOU.....DD153	22
23	412	2	25	125	8-25-$\frac{1800}{1800}$	.....do.....	BIDDLE.....DD151	23
24	435	2	25	125	2-25-3600	General Electric...	BILLINGSLEY.....DD293	24
25	412	2	25	125	8-25-$\frac{1800}{1800}$	Westinghouse.....	BLAKELEY.....DD150	25

[1] Estimated.

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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.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 E	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Oct. 6,1917	9
10	BAGLEY	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4,1917	10
11	BAILEY	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6,1917	11
12	BAINBRIDGE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	New York S. B. Co..	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%[1]	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

[1] Together with act of Aug. 29, 1916.

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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 [1]July 5, 1922	ABBOT.....	1
2	Dec. 19, 1917	Oct. 24, 1918	June 7, 1919	.....	Nov. 24, 1919	Nov. 24, 1919 [1]Jan, 24, 1923	ALDEN.....	2
3	Jan. 30, 1915	May 10, 1915	Dec. 5, 1916	Jan. 30, 1917	Jan. 23, 1917	Jan. 24, 1917 [1]June 22, 1922	ALLEN.....	3
4	Dec. 6, 1917	Dec. 3, 1918	Apr. 11, 1919	.....	July 26, 1919	July 26, 1919 [1]May 27, 1922	AULICK.....	4
5	Dec. 6, 1917	Sept. 11, 1919	Dec. 18, 1919	.....	Feb. 28, 1920	Mar. 23, 1920	AUSBURN, CHARLES.	5
6	Sept. 7, 1911	Mar. 7, 1912	Nov. 23, 1912	July 22, 1913	Jan. 17, 1914	Jan. 17, 1914 [1] Feb. 23, 1921	AYLWIN.....	6
7	July 11, 1917	Feb. 19, 1918	Sept. 30, 1918	None.....	Oct. 24, 1919	Oct. 24, 1919 [1]June 15, 1922	BABBITT.....	7
8	July 11, 1917	Jan. 9, 1918	Aug. 24, 1918	None.....	May 29, 1919	May 29, 1919 [1]May 27, 1922	BADGER.....	8
9	Feb. 14, 1918	Sept. 24, 1918	Mar. 6, 1920	None.....	July 21, 1920	July 28, 1920 [1]Aug. 11, 1922	BADGER, GEORGE E.	9
10	Sept. 28, 1917	May 11, 1918	Oct. 19, 1918	None.....	Aug. 26, 1919	Aug. 27, 1919 [1]July 12, 1922	BAGLEY.....	10
11	Dec. 6, 1917	June 3, 1918	Feb. 5, 1919	.....	June 27, 1919	June 27, 1919 [1]June 15, 1922	BAILEY.....	11
12	Dec. 29, 1917 [2]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 [1]June 20, 1922	BALCH.....	13
14	Dec. 6, 1917	June 3, 1918	Dec. 7, 1918	.....	June 5, 1919	June 5, 1919 [1]June 17, 1922	BALLARD.....	14
15	Dec. 6, 1917	Nov. 4, 1918	Mar. 21, 1919	.....	June 30, 1919	June 30, 1919 [1]July 11, 1922	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 [1]June 30, 1922	BARNEY.....	17
18	Dec. 29, 1917 [2]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 [1]June 28, 1922	BELKNAP.....	19
20	Apr. 27, 1917	Nov. 16, 1917	Apr. 20, 1918	.....	July 31, 1918	July 31, 1918 [1]June 21, 1922	BELL.....	20
21	Sept. 7, 1911	Mar. 14, 1912	Mar. 22, 1913	Aug. 22, 1913	Jan. 20, 1914	Jan. 20, 1914 [1]July 7, 1922	BENHAM.....	21
22	Sept. 8, 1917	June 4, 1918	Nov. 7, 1918	.....	May 19, 1919	May 19, 1919 [1]July 1, 1922	BERNADOU.....	22
23	Sept. 8, 1917	Apr. 22, 1918	Oct. 3, 1918	.....	Apr. 22, 1919	Apr. 22, 1919 [1]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 [1]June 29, 1922	BLAKELEY.....	25

[1] Date placed out of commission.

[2] Date of supplementary contract.

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DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal, stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
26	BOGGS.....DD136	314 4½	310 0	30 11¼	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 9¾	27
28	BRANCH.....DD197	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	28
29	BRECK.....DD283	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	29
30	BRECKINRIDGE.....DD148	314 4½	310 0	30 11¼	9 0½	1,154	15.4	1,247	9 10½	30
31	BREESE.....DD122	314 4½	310 0	30 11½	9 3⅝	1,213	15.4	1,306	10 3½	31
32	BROOKS.....DD232	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	32
33	BROOME.....DD210	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	33
34	BRUCE.....DD329	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	34
35	BUCHANAN.....DD131	314 4½	310 0	30 11¼	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 9¾	36
37	BURNES, JOHN FRANCIS DD299	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	37
38	BUSH.....DD166	314 4½	310 0	30 11¼	9 2	1,191	15.4	1,284	9 9⅛	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 9¾	40
41	CHAMPLIN.....DD104	314 4½	310 0	30 11¼	9 2	1,191	15.4	1,284	9 9⅛	41
42	CHANDLER.....DD206	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	42
43	CHASE.....DD323	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	43
44	CHEW.....DD106	314 4½	310 0	30 11¼	9 2	1,191	15.4	1,284	9 9⅛	44
45	CHILDS.....DD241	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	45
46	CLAXTON.....DD140	314 4½	310 0	30 11¼	9 0	1,154	15.4	1,247	9 8½	46
47	CLEMSON.....DD186	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	47
48	COGHLAN.....DD326	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	48
49	COLE.....DD155	314 4½	310 0	30 11¼	9 0½	1,154	15.4	1,247	9 10½	49

[1] Length on designed water line.

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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	BOGGS.....DD136	26
27	1,220	35.07	.....	.....	4	2	8	10	104	BORIE.....DD215	27
28	[1] 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] 1,154	35.21	.....	.....	4	2	8	10	104	BRECKINRIDGE.....DD148	30
31	1,252	32.56	.....	.....	4	2	8	10	104	BREESE.....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	BROOME.....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] 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	1,214	33.54	.....	.....	4	2	8	10	104	CHAMPLIN.....DD104	41
42	1,239	34.75	.....	.....	4	2	8	10	104	CHANDLER.....DD206	42
43	1,287	34.16	.....	.....	4	2	8	10	104	CHASE.....DD323	43
44	1,210	33.83	.....	.....	4	2	8	10	104	CHEW.....DD106	44
45	1,308	33.85	.....	.....	4	2	8	10	104	CHILDS.....DD241	45
46	1,370	35.45	.....	.....	4	2	8	10	104	CLAXTON.....DD140	46
47	1,313	35.54	.....	.....	4	2	8	10	104	CLEMSON.....DD186	47
48	1,302	32.64	.....	.....	4	2	8	10	104	COGHLAN.....DD326	48
49	1,159	35.11	.....	.....	4	2	8	10	104	COLE.....DD155	49

[1] Estimated.

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DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horsepower on trial.		
				Number and type.	Total heating surface.	Main engines.	Total maximum.	
					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.[3]	4 Thornycroft	28,000	22,920	.....	31
32	BROOKS	2	Westgh. geared turb	4 White-Forster.	27,500	27,610	.....	32
33	BROOME	2	Parsons geared turb.	4 White-Forster.	27,500	25,720	.....	33
34	BRUCE	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	28,600	.....	34
35	BUCHANAN	2	Parsons geared turb.	4 Normand	27,000	24,700	.....	35
36	BULMER	2	Parsons geared turb.	4 White-Forster.	27,500	25,650	.....	36
37	BURNES, JOHN FRANCIS.	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	30,475	.....	37
38	BUSH	2	Curtis geared turb.	4 Yarrow	27,540	27,800	.....	38
39	CALDWELL	2	G.E. Curtis geared turb.[2,4]	4 Thornycroft	21,500	[1]20,000	.....	39
40	CASE	2	Curtis geared turb.	4 Yarrow	27,540	27,900	.....	40
41	CHAMPLIN	2	Curtis geared turb.	4 Yarrow	27,540	27,550	.....	41
42	CHANDLER	2	Parsons geared turb.	4 White-Forster.	27,500	25,160	.....	42
43	CHASE	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	32,125	.....	43
44	CHEW	2	Curtis geared turb.	4 Yarrow	27,540	28,375	.....	44
45	CHILDS	2	Westgh. geared turb.	4 White-Forster.	27,500	29,561	.....	45
46	CLAXTON	2	Parsons geared turb.	4 Normand	27,000	26,675	.....	46
47	CLEMSON	2	Westgh. geared turb.	4 White-Forster.	27,500	27,600	.....	47
48	COGHLAN	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	28,300	.....	48
49	COLE	2	Parsons geared turb.	4 White-Forster.	27,500	24,850	.....	49

[1] Estimated.
[2] Cruising turbine on each shaft.
[3] Geared cruising turbine on starboard shaft only.
[4] Electric speed-reduction clutch.

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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	[1] 404	2	25	125	8-25-$\frac{1}{1200}$	Westinghouse	BOGGS.....DD136	26
27	415	2	25	125	8-25-$\frac{1}{1200}$	do	BORIE.....DD215	27
28	450	2	25	125	8-25-$\frac{1}{1200}$	do	BRANCH.....DD197	28
29	435	2	25	125	2-25-3600	General Electric	BRECK.....DD283	29
30	412	1 1	25 25	125 125	CC 8-25-$\frac{1}{1200}$	do Westinghouse	BRECKINRIDGE.....DD148	30
31	441	2	25	125	8-25-$\frac{1}{1200}$	do	BREESE.....DD122	31
32	449	2	25	125	8-25-$\frac{1}{1200}$	do	BROOKS.....DD232	32
33	415	2	25	125	8-25-$\frac{1}{1200}$	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-$\frac{1}{1200}$	Westinghouse	BULMER.....DD222	36
37	486	2	25	125	2-25-3600	General Electric	BURNES, JOHN FRANCIS.....DD299	37
38	435	2	25	125	2-25-3600	do	BUSH.....DD166	38
39	376	2	25	125	8-25-$\frac{1}{1200}$	Westinghouse	CALDWELL.....DD69	39
40	435	2	25	125	2-25-3600	General Electric	CASE.....DD285	40
41	486	2	25	125	2-25-3600	do	CHAMPLIN.....DD104	41
42	415	2	25	125	8-25-$\frac{1}{1200}$	Westinghouse	CHANDLER.....DD206	42
43	486	2	25	125	2-25-3600	General Electric	CHASE.....DD323	43
44	486	2	25	125	2-25-3600	do	CHEW.....DD106	44
45	449	2	25	125	8-25-$\frac{1}{1200}$	Westinghouse	CHILDS.....DD241	45
46	[1] 404	2	25	125	8-25-$\frac{1}{1200}$	do	CLAXTON.....DD140	46
47	450	2	25	125	8-25-$\frac{1}{1200}$	General Electric	CLEMSON.....DD186	47
48	486	2	25	125	2-25-3600	do	COGHLAN.....DD326	48
49	412	2	25	125	8-25-$\frac{1}{1200}$	Westinghouse	COLE.....DB155	49

[1] Estimated.

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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. 6,1917	27
28	BRANCH	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Newport News S.B. Co.	Cost+fee.	Oct. 6,1917	28
29	BRECK	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6,1917	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...	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.	[1] 925,000	Mar. 3,1915	39
40	CASE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6,1917	40
41	CHAMPLIN	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Union Iron Works..	Cost+10%	[2] Mar. 4,1917	41
42	CHANDLER	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons..	Cost+fee.	Oct. 6,1917	42
43	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	43
44	CHEW	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Union Iron Works..	Cost+10%	[2] Mar. 4,1917	44
45	CHILDS	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6,1917	45
46	CLAXTON	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Mar. 4,1917	46
47	CLEMSON	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6,1917	47
48	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	48
49	COLE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4,1917	49

[1] Limit of cost.

[2] Together with act of Aug. 29, 1916.

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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	[1]July 20, 1917	Nov. 15, 1917	Apr. 25, 1918	July 20, 1918	.....	Sept. 23, 1918 [3]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 [3]Aug. 11, 1922	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 [3]June 30, 1922	BRECKINRIDGE..	30
31	June 29, 1917	Nov. 10, 1917	May 11, 1918	None.....	Oct. 22, 1918	Oct. 23, 1918 [3]June 17, 1922	BREESE.....	31
32	Dec. 29, 1917 [2]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 [3]Dec. 30, 1922	BROOME.....	33
34	Dec. 6, 1917	July 30, 1919	May 29, 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 [3]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 [3]June 21, 1922	BUSH.....	38
39	[1] Oct. 30, 1915	Dec. 9, 1916	July 10, 1917	.....	.....	Dec. 1, 1917 [3]June 27, 1922	CALDWELL.....	39
40	Dec. 6, 1917	June 3, 1919	Sept. 21, 1919	.....	Nov. 29, 1919	Dec. 8, 1919	CASE.....	40
41	May 4, 1917	Oct. 31, 1917	Apr. 7, 1918	.....	Nov. 11, 1918	Nov. 11, 1918 [3]June 7, 1922	CHAMPLIN.....	41
42	Dec. 19, 1917	Aug. 19, 1918	Mar. 19, 1919	.....	Sept. 5, 1919	Sept. 5, 1919 [3]Mar. 7, 1923	CHANDLER.....	42
43	Dec. 6, 1917	May 5, 1919	Sept. 2, 1919	.....	Mar. 10, 1921	Mar. 10, 1921	CHASE.....	43
44	May 4, 1917	Jan. 2, 1918	May 26, 1918	.....	Dec. 12, 1918	Dec. 12, 1918 [3]June 1, 1922	CHEW.....	44
45	Dec. 29, 1917 [2]May 8, 1919	Mar. 19, 1919	Sept. 15, 1920	.....	Oct. 22, 1920	Oct. 22, 1920	CHILDS.....	45
46	[1]July 20, 1917	Apr. 25, 1918	Jan. 15, 1919	Dec. 31, 1918	.....	Sept. 13, 1919 [3]June 17, 1922	CLAXTON.....	46
47	Feb. 14, 1918	May 11, 1918	Sept. 5, 1918	None.....	Nov. 17, 1919	Dec. 29, 1919 [3]June 30, 1922	CLEMSON.....	47
48	Dec. 6, 1917	June 25, 1919	June 16, 1920	.....	Mar. 31, 1921	Mar. 31, 1921	COGHLAN.....	48
49	Sept. 8, 1917	June 25, 1918	Jan. 11, 1919	.....	June 19, 1919	June 19, 1919 [3]July 10, 1922	COLE.....	49

[1] Date assigned to yard. [2] Date of supplementary contract. [3] Date placed out of commission.

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DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal, stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
50	COLHOUN.....DD85	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	50
51	CONNER.....DD72	315 6	310 0	30 8	8 0½	1,125	14.7	1,225	9 5½	51
52	CONVERSE.....DD291	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	52
53	COREY.....DD334	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	53
54	COWELL.....DD167	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	54
55	CRANE.....DD109	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	55
56	CRAVEN.....DD70	315 6	310 0	30 8	8 0½	1,125	14.7	1,187	9 5½	56
57	CROSBY..... DD164	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	57
58	CROWNINSHIELD...DD134	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 6	58
59	CUSHING.....DD55	305 3	300 3½	30 4½	9 5½	1,050	14.4	1,171	10 6¾	59
60	DAHLGREN.....DD187	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	60
61	DALE.....DD290	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	61
62	DALLAS.....DD199	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	62
63	DAVIS.....DD65	315 3	310 0	[2] 29 11	9 2¾	1,071	13.8	1,185	9 9½	63
64	DECATUR.....DD341	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	64
65	DENT.....DD116	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10¼	65
66	DICKERSON.....DD157	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	9 9½	66
67	DORSEY.....DD117	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10¼	67
68	DOYEN.....DD280	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	68
69	DUNCAN.....DD46	305 3	300 0	30 4	9 3	1,014	14.3	1,133	10 6	69
70	DU PONT.....DD152	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10¼	70
71	DYER.....DD84	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	71

[1] Length on designed water line. [2] Extreme.

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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.*								
50	1,180	34.65	.....	.....	4	2	8	10	104	COLHOUN.....DD85	50
51	1,142	30.17	.....	.....	3	2	8	10	104	CONNER.....DD72	51
52	1,260	34.86	.....	.....	4	2	8	10	104	CONVERSE.....DD291	52
53	1,290	33.97	.....	.....	4	2	8	10	104	CORRY.....DD334	53
54	[1] 1,185	35.65	.....	.....	4	2	8	10	104	COWELL.....DD167	54
55	1,211	34.25	.....	.....	4	2	8	10	104	CRANE.....DD109	55
56	.....	32.23	.....	.....	4	2	8	10	104	CRAVEN.....DD70	56
57	[1] 1,181	35.14	.....	.....	4	2	8	10	104	CROSBY.....DD164	57
58	1,156	35.43	.....	.....	4	2	8	10	104	CROWNINSHIELD.....DD134	58
59	1,048	29.18	.....	.....	4	2	8	9	89	CUSHING.....DD55	59
60	1,310	34.88	.....	.....	4	2	8	10	104	DAHLGREN.....DD187	60
61	1,265	34.82	.....	.....	4	2	8	10	104	DALE.....DD290	61
62	1,310	35.04	.....	.....	4	2	8	10	104	DALLAS.....DD199	62
63	1,065	[2] 30.35	.....	.....	4	2	8	9	89	DAVIS.....DD65	63
64	1,252	32.73	.....	.....	4	2	8	10	104	DECATUR.....DD341	64
65	1,164	35.11	.....	.....	4	2	8	10	104	DENT.....DD116	65
66	1,174	35.13	.....	.....	4	2	8	10	104	DICKERSON.....DD157	66
67	1,165	[3] 35.18	.....	.....	4	2	8	10	104	DORSEY.....DD117	67
68	1,260	34.97	.....	.....	4	2	8	10	104	DOYEN.....DD280	68
69	1,057	29.14	.....	.....	4	2	8	9	89	DUNCAN.....DD46	69
70	1,154	35.03	.....	.....	4	2	8	10	104	DU PONT.....DD152	70
71	1,184	34.79	.....	.....	4	2	8	10	104	DYER.....DD84	71

[1] Estimated. [2] Three-hour trial. [3] Two-hour trial.

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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.			
50	COLHOUN	2	Curtis geared turb.	4 Yarrow	27,540	27,700	.....	50
51	CONNER	3	Parsons turb.[2]	4 White-Forster.	22,520	20,150	.....	51
52	CONVERSE	2	Curtis geared turb.	4 Yarrow	27,540	28,675	.....	52
53	COREY	2	G. E. Curtis geared turb.[3]	4 Yarrow	27,540	31,630	.....	53
54	COWELL	2	Curtis geared turb.	4 Yarrow	27,540	28,950	.....	54
55	CRANE	2	Curtis geared turb.	4 Yarrow	27,540	29,600	.....	55
56	CRAVEN	2	Parsons geared turb.	4 Thornycroft	21,500	20,000	.....	56
57	CROSBY	2	Curtis geared turb.	4 Yarrow	27,540	27,800	.....	57
58	CROWNINSHIELD	2	Parsons geared turb.	4 Normand	27,000	24,765	.....	58
59	CUSHING	2	Curtis turb.[3,5]	4 Bu. mod. Yar.	21,500	15,280	.....	59
60	DAHLGREN	2	Westgh. geared turb.	4 White-Forster.	27,500	26,260	.....	60
61	DALE	2	Curtis geared turb.	4 Yarrow	27,540	28,600	.....	61
62	DALLAS	2	Westgh. geared turb.	4 White-Forster.	27,500	26,600	.....	62
63	DAVIS	2	Parsons turb.[4]	4 Normand	22,500	16,045	.....	63
64	DECATUR	2	Parsons geared turb.	4 Normand	27,000	[1]26,000	.....	64
65	DENT	2	Parsons geared turb.	4 White-Forster.	27,500	26,025	.....	65
66	DICKERSON	2	Parsons geared turb.	4 Thornycroft	27,048	25,475	.....	66
67	DORSEY	2	Parsons geared turb.	4 White-Forster.	27,500	26,100	.....	67
68	DOYEN	2	Curtis geared turb.	4 Yarrow	27,540	28,940	.....	68
69	DUNCAN	2	Curtis turb.[6]	4 Yarrow	21,500	14,254	.....	69
70	DU PONT	2	Parsons geared turb.	4 White-Forster.	27,500	24,685	.....	70
71	DYER	2	Curtis geared turb.	4 Yarrow	27,540	27,300	.....	71

[1] Estimated.
[2] Geared cruising turbine on center shaft only.
[3] Cruising turbine on each shaft.
[4] Geared cruising turbine on port shaft only.
[5] Clutch.
[6] Cruising engine on each shaft, $\frac{12\frac{1}{2}\times 26\frac{1}{2}}{13\frac{1}{2}}$

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DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
50	435	2	25	125	2-25-3600	General Electric	COLHOUN DD85	50
51	367	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	CONNER DD72	51
52	435	2	25	125	2-25-3600	General Electric	CONVERSE DD291	52
53	486	2	25	125	2-25-3600	.....do	CORRY DD334	53
54	435	2	25	125	2-25-3600	.....do	COWELL DD167	54
55	486	2	25	125	2-25-3600	.....do	CRANE DD109	55
56	[1] 367	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	CRAVEN DD70	56
57	435	2	25	125	2-25-3600	General Electric	CROSBY DD164	57
58	404	2	25	125	2-25-3600	.....do	CROWNINSHIELD DD134	58
59	360	2	25	125	2-25-3600	.....do	CUSHING DD55	59
60	450	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	DAHLGREN DD187	60
61	435	2	25	125	2-25-3600	General Electric	DALE DD290	61
62	450	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	DALLAS DD199	62
63	320	2	25	125	2-25-3600	General Electric	DAVIS DD65	63
64	[1] 404	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	DECATUR DD341	64
65	408	2	25	125	8-25-$\frac{1200}{1800}$	.....do	DENT DD116	65
66	[1] 441	2	25	125	2-25-3600	General Electric	DICKERSON DD157	66
67	408	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	DORSEY DD117	67
68	435	2	25	125	2-25-3600	General Electric	DOYEN DD280	68
69	348	2	10	125	2-10-5000	.....do	DUNCAN DD46	69
70	412	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	DU PONT DD152	70
71	435	2	25	125	2-25-3600	General Electric	DYER DD84	71

[1] Estimated.

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DESTROYERS—FIRST LINE (DD).

	Name.	Armament. Guns.	Armament. Torpedo tubes (deck).	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
50	COLHOUN	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	50
51	CONNER	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	845,000	Mar. 3, 1915	51
52	CONVERSE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	52
53	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	53
54	COWELL	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	54
55	CRANE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Union Iron Works.	Cost+10%	[1] Mar. 4, 1917	55
56	CRAVEN	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Norfolk.	[2] 925,000	Mar. 3, 1915	56
57	CROSBY	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	CROWNINSHIELD	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Bath Iron Works.	Cost+10%	Mar. 4, 1917	58
59	CUSHING	4 4". 50 cal.	4 21" twin.	Fore River S. B. Co.	854,500	Aug. 22, 1912	59
60	DAHLGREN	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	60
61	DALE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	61
62	DALLAS	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	62
63	DAVIS	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Bath Iron Works.	800,000	June 30, 1914	63
64	DECATUR	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.		Oct. 6, 1917	64
65	DENT	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	65
66	DICKERSON	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	New York S. B. Co.	Cost+10%	Mar. 4, 1917	66
67	DORSEY	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	67
68	DOYEN	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	68
69	DUNCAN	4 4", 50 cal.; 1 3",23 cal.A.A.	4 18" twin.	Fore River S. B. Co.	779,450	Mar. 4, 1911	69
70	DU PONT	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	70
71	DYER	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	71

[1] Together with act of Aug. 29, 1916.

[2] Limit of cost.

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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.	
50	Dec. 26, 1916 [3]May 5, 1917	Sept. 19, 1917	Feb. 21, 1918	.....	June 12, 1918	June 13, 1918 [2]June 28, 1922	COLHOUN.....	50
51	Jan. 5, 1916	Oct. 16, 1916	Aug. 21, 1917	Aug. 20, 1917	Jan. 12, 1918	Jan. 12, 1918 [2]June 2, 1922	CONNER.....	51
52	Dec. 6, 1917	Aug. 13, 1919	Nov. 28, 1919	.....	Apr. 27, 1920	Apr. 28, 1920	CONVERSE.....	52
53	Dec. 6, 1917	Sept. 15, 1920	Mar. 28, 1921	.....	May 25, 1921	May 25, 1921	CORRY.....	53
54	Aug. 15, 1917	July 15, 1918	Nov. 23, 1918	.....	Mar. 17, 1919	Mar. 17, 1919 [2]June 27, 1922	COWELL.....	54
55	May 4, 1917	Jan. 7, 1918	July 4, 1918	.....	Apr. 18, 1919	Apr. 18, 1919 [2]June 7, 1922	CRANE.....	55
56	Oct. 20, 1915	Nov. 20, 1917	June 29, 1918	.....	.....	Oct. 19, 1918 [2]June 15, 1922	CRAVEN.....	56
57	Aug. 15, 1917	June 23, 1918	Sept. 28, 1918	.....	Jan. 24, 1919	Jan. 24, 1919 [2]June 7, 1922	CROSBY.....	57
58	Aug. 31, 1917	Nov. 5, 1918	July 24, 1919	June 30, 1919	Aug. 6, 1919	Aug. 6, 1919 [2]July 7, 1922	CROWNINSHIELD.	58
59	Dec. 11, 1912	Sept. 23, 1913	Jan. 16, 1915	Dec. 11, 1914	Aug. 21, 1915	Aug. 21, 1915 [2]Aug. 7, 1920	CUSHING.....	59
60	Feb. 14, 1918	June 8, 1918	Nov. 20, 1918	None.....	Jan. 6, 1920	Jan. 6, 1920 [2]June 30, 1922	DAHLGREN.....	60
61	Dec. 6, 1917	July 28, 1919	Nov. 19, 1919	.....	Feb. 14, 1920	Feb. 16, 1920	DALE.....	61
62	Feb. 14, 1918	Nov. 25, 1918	May 31, 1919	None.....	Apr. 30, 1920	Oct. 29, 1920 [2]June 26, 1922	DALLAS.....	62
63	Jan. 30, 1915	May 7, 1915	Aug. 15, 1916	Oct. 30, 1916	Oct. 4, 1916	Oct. 5, 1916 [2]June 20, 1922	DAVIS.....	63
64	[1]Jan. 22, 1918	Sept. 15, 1920	Oct. 29, 1921	.....	.....	Aug. 9, 1922 Sept. 26, 1923	DECATUR.....	64
65	May 2, 1917	Aug. 30, 1917	Mar. 23, 1918	.....	Sept. 9, 1918	Sept. 9, 1918 [2]June 7, 1922	DENT.....	65
66	Sept. 28, 1917	May 25, 1918	Mar. 12, 1919	None.....	Sept. 3, 1919	Sept. 3, 1919 [2]June 23, 1922	DICKERSON.....	66
67	May 2, 1917	Sept. 18, 1917	Apr. 9, 1918	.....	Sept. 16, 1918	Sept 16, 1918 [2]Mar. 9, 1923	DORSEY.....	67
68	Dec. 6, 1917	Mar. 24, 1919	July 26, 1919	.....	Oct. 10, 1919	Dec. 17, 1919 Sept. 26 1923	DOYEN.....	68
69	Sept. 6, 1911	June 17, 1912	Apr. 5, 1913	Sept. 6, 1913	Aug. 30, 1913	Aug. 30, 1913 [2]Aug. 9, 1921	DUNCAN.....	69
70	Sept. 8, 1917	May 2, 1918	Oct. 22, 1918	.....	Apr. 30, 1919	Apr. 30, 1919 [2]June 30, 1922	DU PONT.....	70
71	Dec. 26, 1916 [3]May 5, 1917	Sept. 27, 1917	Apr. 13, 1918	.....	July 1, 1918	July 1, 1918 [2]June 7, 1922	DYER.....	71

[1] Date assigned to yard. [2] Date placed out of commission. [3] Date of supplementary contract.

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DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal, stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
72	EDSALL.....DD219	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	72
73	EDWARDS.....DD265	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	73
74	EDWARDS, JOHN D.DD216	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	74
75	ELLIOT.....DD146	314 4½	310 0	30 11¼	9 0½	1,154	15.4	1,247	9 10¼	75
76	ELLIS.....DD154	314 4½	310 0	30 11¼	9 0½	1,154	15.4	1,247	9 10¼	76
77	EVANS.....DD78	314 4½	310 0	30 11¼	9 0	1,154	15.4	1,247	9 8⅛	77
78	FAIRFAX.....DD93	314 4½	310 0	30 11¼	9 0	1,154	15.4	1,247	9 8⅛	78
79	FARENHOLT.....DD332	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	79
80	FARQUHAR.....DD304	314 4½	310 0	30 11½	9 4.	1,215	15.5	1,308	9 9¾	80
81	FARRAGUT.....DD300	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	81
82	FLUSSER.....DD289	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	82
83	FOOTE.....DD169	314 4½	310 0	30 11¼	9 2	1,191	15.4	1,284	9 9⅞	83
84	FORD, JOHN D.....DD228	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	84
85	FOX.....DD234	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	85
86	GAMBLE.....DD123	314 4½	310 0	30 11¼	9 3⅝	1,213	15.4	1,306	9 9⅞	86
87	GILLIS.....DD260	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	87
88	GILMER.....DD233	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	88
89	GOFF.....DD247	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	89
90	GOLDSBOROUGH....DD188	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	90
91	GREENE.....DD266	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	91
92	GREER.....DD145	314 4½	310 0	30 11¼	9 0½	1,154	15.4	1,247	9 10¼	92
93	GREGORY.....DD82	314 4½	310 0	30 11¼	9 2	1,191	15.4	1,284	9 9⅞	93
94	GRIDLEY.....DD92	314 4½	310 0	30 11¼	9 2	1,191	15.4	1,284	9 9⅞	94

[1] Length on designed water line.

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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.*								
72	1,242	35.20	.....	.....	4	2	8	10	104	EDSALL.....DD219	72
73	1,198	33.92	.....	.....	4	2	8	10	104	EDWARDS.....DD265	73
74	[2]1,215	35.06	.....	.....	4	2	8	10	104	EDWARDS, JOHN D.....DD216	74
75	1,161	[1]35.12	.....	.....	4	2	8	10	104	ELLIOT.....DD146	75
76	[2]1,154	35.17	.....	.....	4	2	8	10	104	ELLIS.....DD154	76
77	1,155	35.37	.....	.....	4	2	8	10	104	EVANS.....DD78	77
78	[3]1,154	[3]35.00	.....	.....	4	2	8	10	104	FAIRFAX.....DD93	78
79	1,289	33.40	.....	.....	4	2	8	10	104	FARENHOLT.....DD332	79
80	1,289	33.32	.....	.....	4	2	8	10	104	FARQUHAR.....DD304	80
81	1,292	32.68	.....	.....	4	2	8	10	104	FARRAGUT.....DD300	81
82	1,269	34.84	.....	.....	4	2	8	10	104	FLUSSER.....DD289	82
83	1,190	35.57	.....	.....	4	2	8	10	104	FOOTE.....DD169	83
84	1,236	35.11	.....	.....	4	2	8	10	104	FORD, JOHN D.....DD228	84
85	1,328	33.92	.....	.....	4	2	8	10	112	FOX.....DD234	85
86	1,206	33.20	.....	.....	4	2	8	10	104	GAMBLE.....DD123	86
87	1,266	34.55	.....	.....	4	2	8	10	104	GILLIS.....DD260	87
88	1,338	33.82	.....	.....	4	2	8	10	112	GILMER.....DD233	88
89	1,317	33.62	.....	.....	4	2	8	10	104	GOFF.....DD247	89
90	1,308	35.28	.....	.....	4	2	8	10	104	GOLDSBOROUGH.....DD188	90
91	1,233	34.72	.....	.....	4	2	8	10	104	GREENE.....DD266	91
92	1,209	35.14	.....	.....	4	2	8	10	104	GREER.....DD145	92
93	1,185	34.34	.....	.....	4	2	8	10	104	GREGORY.....DD82	93
94	1,191	34.40	.....	.....	4	2	8	10	104	GRIDLEY.....DD92	94

[1] Two-hour trial. [2] Estimated. [3] Estimated; full power trial not held.

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DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning). Number and type.	Boilers (oil burning). Total heating surface.	Shaft horsepower on trial. Main engines.	Shaft horsepower on trial. Total maximum.	
					Sq. ft.			
72	EDSALL	2	Parsons geared turb.	4 White-Forster.	27,500	26,050	.....	72
73	EDWARDS	2	Curtis geared turb.	4 Yarrow	27,540	26,520	.....	73
74	EDWARDS, JOHN D.	2	Parsons geared turb.	4 White-Forster.	27,500	25,760	.....	74
75	ELLIOTT	2	Parsons geared turb.	4 White-Forster.	27,500	24,875	.....	75
76	ELLIS	2	Parsons geared turb.	4 White-Forster.	27,500	24,930	.....	76
77	EVANS	2	Parsons geared turb.	4 Normand	27,000	24,660	.....	77
78	FAIRFAX	2	Parsons geared turb.	4 Normand	27,000	[1] 24,200	.....	78
79	FARENHOLT	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	30,250	.....	79
80	FARQUHAR	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	29,325	.....	80
81	FARRAGUT	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	27,750	.....	81
82	FLUSSER	2	Curtis geared turb.	4 Yarrow	27,540	28,650	.....	82
83	FOOTE	2	Curtis geared turb.	4 Yarrow	27,540	28,760	.....	83
84	FORD, JOHN D.	2	Parsons geared turb.	4 White-Forster.	27,500	25,865	.....	84
85	FOX	2	Westgh. geared turb.	4 White-Forster.	27,500	29,400	.....	85
86	GAMBLE	2	Curtis turb.[3]	4 Thornycroft	28,000	24,520	.....	86
87	GILLIS	2	Curtis geared turb.	4 Yarrow	27,540	28,535	.....	87
88	GILMER	2	Westgh. geared turb.	4 White-Forster.	27,500	29,175	.....	88
89	GOFF	2	Westgh. geared turb.	4 White-Forster.	27,500	28,600	.....	89
90	GOLDSBOROUGH	2	Westgh. geared turb.	4 White-Forster.	27,500	27,075	.....	90
91	GREENE	2	Curtis geared turb.	4 Yarrow	27,540	28,340	.....	91
92	GREER	2	Parsons geared turb.	4 White-Forster.	27,500	24,900	.....	92
93	GREGORY	2	Curtis geared turb.	4 Yarrow	27,540	26,340	.....	93
94	GRIDLEY	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	29,500	.....	94

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

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DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
72	415	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	EDSALL DD219	72
73	435	2	25	125	2-25-3600	General Electric	EDWARDS DD265	73
74	415	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	EDWARDS, JOHN D ... DD216	74
75	412	2	25	125	8-25-$\frac{1}{1800}$	.....do	ELLIOT DD146	75
76	412	2	25	125	8-25-$\frac{1}{1800}$	.....do	ELLIS DD154	76
77	404	2	25	125	2-25-3600	General Electric	EVANS DD78	77
78	404	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	FAIRFAX DD93	78
79	486	2	25	125	2-25-3600	General Electric	FARENHOLT DD332	79
80	486	2	25	125	2-25-3600	.....do	FARQUHAR DD304	80
81	486	2	25	125	2-25-3600	.....do	FARRAGUT DD300	81
82	435	2	25	125	2-25-3600	.....do	FLUSSER DD289	82
83	435	2	25	125	2-25-3600	.....do	FOOTE DD169	83
84	415	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	FORD, JOHN D DD228	84
85	449	2	25	125	8-25-$\frac{1}{1800}$	.....do	FOX DD234	85
86	441	2	25	125	8-25-$\frac{1}{1800}$	.....do	GAMBLE DD123	86
87	435	2	25	125	2-25-3600	General Electric	GILLIS DD260	87
88	449	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	GILMER DD233	88
89	449	2	25	125	8-25-$\frac{1}{1800}$	.....do	GOFF DD247	89
90	450	2	25	125	8-25-$\frac{1}{1800}$	.....do	GOLDSBOROUGH DD188	90
91	435	2	25	125	2-25-3600	General Electric	GREENE DD266	91
92	412	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	GREER DD145	92
93	435	2	25	125	2-25-3600	General Electric	GREGORY DD82	93
94	458	2	25	125	2-25-3600	.....do	GRIDLEY DD92	94

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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).				
72	EDSALL	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6,1917	72
73	EDWARDS	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6,1917	73
74	EDWARDS, JOHN D.	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6,1917	74
75	ELLIOT	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4,1917	75
76	ELLIS	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4,1917	76
77	EVANS	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Bath Iron Works.	Cost+10%	Aug. 29,1916	77
78	FAIRFAX	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Aug. 29,1916	78
79	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	79
80	FARQUHAR	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6,1917	80
81	FARRAGUT	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6,1917	81
82	FLUSSER	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6,1917	82
83	FOOTE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Fore River S. B. Co.	Cost+10%	Mar. 4,1917	83
84	FORD, JOHN D.	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6,1917	84
85	FOX	4 5", 51 cal.; 1 3",23 cal.A.A.	4 21" triple.	New York S. B. Co.	Cost+fee.	Oct. 6,1917	85
86	GAMBLE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4,1917	86
87	GILLIS	4 4", 50 cal.; 1 3",23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6,1917	87
88	GILMER	4 5", 51 cal.; 1 3",23 cal. A. A.	4 21" triple.	New York S. B. Co.	Cost+fee.	Oct. 6,1917	88
89	GOFF	4 4", 50 cal.; 1 3",23 cal. A. A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6,1917	89
90	GOLDSBOROUGH	4 4", 50 cal.; 1 3",23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+ fee.	Oct. 6,1917	90
91	GREENE	4 4", 50 cal.; 1 3",23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6,1917	91
92	GREER	4 4", 50 cal.; 1 3",23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4,1917	92
93	GREGORY	4 4", 50 cal.; 1 3",23 cal. A. A.	4 21" triple.	Fore River S. B. Co.	Cost+10%	Aug. 29,1916	93
94	GRIDLEY	4 4", 50 cal.; 1 3",23 cal. A. A.	4 21" triple.	Union Iron Works.	Cost+10%	Aug. 29,1916	94

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DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
72	Dec. 19, 1918	Sept. 15, 1919	July 29, 1920	.....	Nov. 26, 1920	Nov. 26, 1920	EDSALL.....	72
73	Dec. 6, 1917	Apr. 20, 1918	Oct. 10, 1918	.....	Apr. 24, 1919	Apr. 24, 1919 [3]June 8, 1922	EDWARDS.....	73
74	Dec. 19, 1917	May 21, 1919	Oct. 18, 1919	None.....	Apr. 6, 1920	Apr. 6, 1920	EDWARDS, JOHN D.	74
75	Sept. 8, 1917	Feb. 23, 1918	July 4, 1918	.....	Jan. 25, 1919	Jan. 25, 1919 [3]May 22, 1922	ELLIOT.....	75
76	Sept. 8, 1917	July 8, 1918	Nov. 30, 1918	.....	June 7, 1919	June 7, 1919 [3]June 17, 1922	ELLIS.....	76
77	Nov. 30, 1916	Dec. 28, 1917	Oct. 30, 1918	.....	Nov. 11, 1918	Nov. 11, 1918 [3]May 29, 1922	EVANS.....	77
78	[1]Nov. 22, 1916	July 10, 1917	Dec. 15, 1917	.....	.....	Apr. 6, 1918 [3]June 19, 1922	FAIRFAX.....	78
79	Dec. 6, 1917	Sept. 13, 1920	Mar. 9, 1921	.....	May 10, 1921	May 10, 1921	FARENHOLT	79
80	Dec. 6, 1917	Aug. 13, 1918	Jan. 18, 1919	.....	July 31, 1920	Aug. 5, 1920	FARQUHAR.....	80
81	Dec. 6, 1917	July 4, 1918	Nov. 21, 1918	.....	June 4, 1920	June 4, 1920	FARRAGUT.....	81
82	Dec. 6, 1917	July 21, 1919	Nov 7, 1919	None.....	Dec. 31, 1919	Feb. 25, 1920	FLUSSER.....	82
83	Aug. 15, 1917	Aug. 7, 1918	Dec. 14, 1918	.....	Mar. 21, 1919	Mar. 21, 1919 [3]July 6, 1922	FOOTE.....	83
84	Dec. 19, 1917 [2]May 8, 1919	Nov. 11, 1919	Sept. 2, 1920	.....	Dec. 30, 1920	Dec. 30, 1920	FORD, JOHN D.	84
85	Dec. 29, 1917	June 25, 1918	June 12, 1919	None.....	May 17, 1920	May 17, 1920	FOX.....	85
86	June 29, 1917	Nov. 12, 1917	May 11, 1918	None.....	Nov. 27, 1918	Nov. 29, 1918 [3]June 17, 1922	GAMBLE.....	86
87	Dec. 6, 1917	Dec. 27, 1918	May 29, 1919	None.....	Sept. 3, 1919	Sept. 3, 1919 [3]May 26, 1922	GILLIS.....	87
88	Dec. 29, 1917 [2]May 8, 1919	June 25, 1918	May 24, 1919	None.....	Apr. 30, 1920	Apr. 30, 1920	GILMER.....	88
89	Dec. 29, 1917 [2]May 8, 1919	June 16, 1919	June 2, 1920	None.....	Jan. 19, 1921	Jan. 19, 1921	GOFF.....	89
90	Feb. 14, 1918	June 8, 1918	Nov. 20, 1918	None.....	Jan. 26, 1920	Jan. 26, 1920 [3]July 14, 1922	GOLDSBOROUGH.	90
91	Dec. 6, 1917	June 3, 1918	Nov. 2, 1918	.....	May 9, 1919	May 9, 1919 [3]June 17, 1922	GREENE.....	91
92	Sept. 8, 1917	Feb. 24, 1918	Aug. 1, 1918	.....	Dec. 31, 1918	Dec. 31, 1918 [3]June 22, 1922	GREER.....	92
93	Dec. 26, 1916 [2]May 5, 1917	Aug. 25, 1917	Jan. 27, 1918	.....	May 31, 1918	June 1, 1918 [3]July 7, 1922	GREGORY.....	93
94	Dec. 30, 1916	Apr. 1, 1918	July 4, 1918	.....	Mar. 8, 1919	Mar. 8, 1919 [3]June 22, 1922	GRIDLEY.....	94

[1] Date assigned to yard. [2] Date of supplementary contract. [3] Date placed out of commission.

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DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
95	GWIN.....DD71	315 6	310 0	30 8	8 0½	1,125	14.7	1,228	9 5½	95
96	HALE.....DD133	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 6	96
97	HAMILTON.....DD141	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8⅛	97
98	HAMILTON, PAUL...DD307	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	98
99	HARADEN.....DD183	314 4½	310 0	30 11½	9 3⅜	1,213	15.4	1,306	9 9½	99
100	HARDING.....DD91	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	100
101	HATFIELD.....DD231	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	101
102	HAZELWOOD.....DD107	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	102
103	HENSHAW.....DD278	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	103
104	HERBERT.....DD160	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	9 9½	104
105	HERNDON.....DD198	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	105
106	HOGAN.....DD178	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	106
107	HOPEWELL.....DD181	314 4½	310 0	30 11½	9 3⅜	1,213	15.4	1,306	9 9½	107
108	HOPKINS.....DD249	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	108
109	HOVEY.....DD208	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	109
110	HOWARD.....DD179	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	110
111	HULBERT.....DD342	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	111
112	HULL.....DD330	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	112
113	HUMPHREYS.....DD236	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	113
114	HUNT.....DD194	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	114
115	INGRAM, OSMOND..DD255	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	115
116	ISHERWOOD.....DD284	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	116
117	JAMES, REUBEN....DD245	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	117
118	JONES, JACOB.....DD130	314 4½	310 0	30 11½	9 4	1,211	15.4	1,306	9 9½	118
119	JONES, PAUL.....DD230	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	119
120	JONES, WILLIAM....DD308	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	120

[1] Length on designed water line.

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DESTROYERS—FIRST LINE (DD).

	Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.	
			Fuel oil.								
	Displacement.	Speed.	40 cubic feet per ton.	Gallons.	No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Other enlisted men.		
	Tons.	*Knots.*	*Tons.*								
95	1,192	30.29	.....	.....	3	2	8	10	104	GWIN.....DD71	95
96	1,149	35.38	.....	.....	4	2	8	10	104	HALE.....DD133	96
97	[2] 1,370	35.13	.....	.....	4	2	8	10	104	HAMILTON.....DD141	97
98	1,300	33.20	.....	.....	4	2	8	10	104	HAMILTON, PAUL.....DD307	98
99	1,248	33.94	.....	.....	4	2	8	10	104	HARADEN.....DD183	99
100	1,198	35.02	.....	.....	4	2	8	10	104	HARDING.....DD91	100
101	1,318	33.84	.....	.....	4	2	8	10	112	HATFIELD.....DD231	101
102	1,186	33.56	.....	.....	4	2	8	10	104	HAZELWOOD.....DD107	102
103	1,279	34.75	.....	.....	4	2	8	10	104	HENSHAW.....DD278	103
104	1,169	35.21	.....	.....	4	2	8	10	104	HERBERT.....DD160	104
105	1,300	35.30	.....	.....	4	2	8	10	104	HERNDON.....DD198	105
106	1,233	33.27	.....	.....	4	2	8	10	104	HOGAN.....DD178	106
107	1,229	28.22	.....	.....	4	2	8	10	104	HOPEWELL.....DD181	107
108	1,305	33.97	.....	.....	4	2	8	10	104	HOPKINS.....DD249	108
109	1,229	35.13	.....	.....	4	2	8	10	116	HOVEY.....DD208	109
110	1,231	34.75	.....	.....	4	2	8	10	104	HOWARD.....DD179	110
111	1,272	34.44	.....	.....	4	2	8	10	104	HULBERT.....DD342	111
112	1,299	34.36	.....	.....	4	2	8	10	104	HULL.....DD330	112
113	1,310	33.81	.....	.....	4	2	8	10	104	HUMPHREYS.....DD236	113
114	1,310	35.79	.....	.....	4	2	8	10	104	HUNT.....DD194	114
115	1,267	34.44	.....	.....	4	2	8	10	104	INGRAM, OSMOND.....DD255	115
116	1,265	34.63	.....	.....	4	2	8	10	104	ISHERWOOD.....DD284	116
117	1,317	33.83	.....	.....	4	2	8	10	104	JAMES, REUBEN.....DD245	117
118	1,167	35.08	.....	.....	4	2	8	10	104	JONES, JACOB.....DD130	118
119	[1] 1,215	35.14	.....	.....	4	2	8	10	104	JONES, PAUL.....DD230	119
120	1,298	33.10	.....	.....	4	2	8	10	104	JONES, WILLIAM.....DD308	120

[1] Estimated. [2] Three-hour full-power trial.

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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.			
95	GWIN	2	Parsons geared turb.	4 Yarrow	22,252	19,930	.....	95
96	HALE	2	Parsons geared turb.	4 Normand	27,000	24,685	.....	96
97	HAMILTON	2	Parsons geared turb.	4 Normand	27,000	26,175	.....	97
98	HAMILTON, PAUL	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	29,100	.....	98
99	HARADEN	2	Curtis turb.[3]	4 Thornycroft	28,000	26,370	.....	99
100	HARDING	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	31,600	.....	100
101	HATFIELD	2	Westgh. geared turb.	4 White-Forster.	27,500	29,200	.....	101
102	HAZELWOOD	2	Curtis geared turb.	4 Yarrow	27,540	27,600	.....	102
103	HENSHAW	2	Curtis geared turb.	4 Yarrow	27,540	28,435	.....	103
104	HERBERT	2	Parsons geared turb.	4 Thornycroft	27,048	25,675	.....	104
105	HERNDON	2	Westgh. geared turb.	4 White-Forster.	27,500	27,100	.....	105
106	HOGAN	2	Curtis geared turb.	4 Yarrow	27.540	27,475	.....	106
107	HOPEWELL	2	Curtis turb.[3]	4 Thornycroft	28,000	[1]25,000	.....	107
108	HOPKINS	2	Westgh. geared turb.	4 White-Forster.	27,500	29,590	.....	108
109	HOVEY	2	Parsons geared turb.	4 White-Forster.	27,500	25,885	.....	109
110	HOWARD	2	Curtis geared turb.	4 Yarrow	27,540	29,875	.....	110
111	HULBERT	2	Parsons geared turb.	4 Normand	27,000	[1]26,000	.....	111
112	HULL	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	32,650	.....	112
113	HUMPHREYS	2	Westgh. geared turb.	4 White-Forster.	27,500	29,125	.....	113
114	HUNT	2	Westgh. geared turb.	4 White-Forster.	27,500	28,075	.....	114
115	INGRAM, OSMOND	2	Curtis geared turb.	4 Yarrow	27,500	28,290	.....	115
116	ISHERWOOD	2	Curtis geared turb.	4 Yarrow	27,540	28,160	.....	116
117	JAMES, REUBEN	2	Westgh. geared turb.	4 White-Forster.	27,500	29,180	.....	117
118	JONES, JACOB	2	Parsons geared turb.	4 Thornycroft	27,048	25,320	.....	118
119	JONES, PAUL	2	Parsons geared turb.	4 White-Forster.	27,500	25,950	.....	119
120	JONES, WILLIAM	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	28,825	.....	120

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

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DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
95	434	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	GWIN DD71	95
96	404	2	25	125	2-25-3600	General Electric	HALE DD133	96
97	[1] 404	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	HAMILTON DD141	97
98	486	2	25	125	2-25-3600	General Electric	HAMILTON, PAUL DD307	98
99	442	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	HARADEN DD183	99
100	458	2	25	125	2-25-3600	General Electric	HARDING DD91	100
101	449	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	HATFIELD DD231	101
102	486	2	25	125	2-25-3600	General Electric	HAZELWOOD DD107	102
103	435	2	25	125	2-25-3600	.....do	HENSHAW DD278	103
104	[1] 441	2	25	125	2-25-3600	.....do	HERBERT DD160	104
105	450	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	HERNDON DD198	105
106	484	2	25	125	2-25-3600	General Electric	HOGAN DD178	106
107	442	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	HOPEWELL DD181	107
108	449	2	25	125	8-25-$\frac{1200}{1800}$	.....do	HOPKINS DD249	108
109	415	2	25	125	8-25-$\frac{1200}{1800}$	.....do	HOVEY DD208	109
110	484	2	25	125	2-25-3600	General Electric	HOWARD DD179	110
111	[1] 353	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	HULBERT DD342	111
112	486	2	25	125	2-25-3600	General Electric	HULL DD330	112
113	449	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	HUMPHREYS DD236	113
114	450	2	25	125	8-25-$\frac{1200}{1800}$	.....do	HUNT DD194	114
115	435	2	25	125	2-25-3600	General Electric	INGRAM, OSMOND DD255	115
116	435	2	25	125	2-25-3600	.....do	ISHERWOOD DD284	116
117	419	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	JAMES, REUBEN DD245	117
118	[1] 441	2	25	125	2-25-3600	General Electric	JONES, JACOB DD130	118
119	415	2	25	125	8-25-$\frac{1200}{1800}$	Westinghouse	JONES, PAUL DD230	119
120	486	2	25	125	2-25-3600	General Electric	JONES, WILLIAM DD308	120

[1] Estimated.

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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).				
95	GWIN	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Seattle Con. & D. D. Co.	885,000	Mar. 3, 1915	95
96	HALE	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bath Iron Works	Cost+10%	Mar. 4, 1917	96
97	HAMILTON	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Navy yard, Mare Island.	.....	Mar. 4, 1917	97
98	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	98
99	HARADEN	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	99
100	HARDING	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works	Cost+10%	Aug. 29, 1916	100
101	HATFIELD	4 5", 51 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	101
102	HAZELWOOD	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works	Cost+10%	[1] Mar. 4, 1917	102
103	HENSHAW	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	103
104	HERBERT	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co.	Cost+10%	Mar. 4, 1917	104
105	HERNDON	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	105
106	HOGAN	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works	Cost+10%	Mar. 4, 1917	106
107	HOPEWELL	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	HOPKINS	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co.	Cost+10%	Oct. 6, 1917	108
109	HOVEY	[2] 8 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	109
110	HOWARD	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works	Cost+10%	Mar. 4, 1917	110
111	HULBERT	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Navy yard, Norfolk.	.....	Oct. 6, 1917	111
112	HULL	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp	Cost+fee.	Oct. 6, 1917	112
113	HUMPHREYS	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	113
114	HUNT	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	114
115	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	115
116	ISHERWOOD	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	116
117	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	117
118	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	118
119	JONES, PAUL	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	119
120	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	120

[1] Together with act of Aug. 29, 1916.

[2] Twin mounts.

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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.	
95	Mar. 8, 1916	June 21, 1917	Dec. 22, 1917	Nov. 8, 1917	Mar. 18, 1920	Mar. 18, 1920 [3]June 28, 1922	GWIN	95
96	Aug. 31, 1917	Oct. 7, 1918	May 29, 1919	May 15, 1919	June 12, 1919	June 12, 1919 [3]June 22, 1922	HALE	96
97	[1]July 20, 1917	June 8, 1918	Jan. 15, 1919	Dec. 31, 1918	.....	Nov. 7, 1919 [3]July 20, 1922	HAMILTON	97
98	Dec. 6, 1917	Sept. 25, 1918	Feb. 21, 1919	None.....	Sept. 24, 1920	Sept. 24, 1920	HAMILTON, PAUL	98
99	Sept. 28, 1917	Mar. 30, 1918	July 4, 1918	None.....	June 6, 1919	June 7, 1919 [3]July 17, 1922	HARADEN	99
100	Dec. 30, 1916	Feb. 12, 1918	July 4, 1918	.....	Jan. 24, 1919	Jan. 24, 1919 [3]July 1, 1922	HARDING	100
101	Dec. 29, 1917 [2]May 8, 1919	June 10, 1918	Mar. 17, 1919	None.....	Apr. 16, 1920	Apr. 16, 1920	HATFIELD	101
102	May 4, 1917	Dec. 24, 1917	June 22, 1918	.....	Feb. 19, 1919	Feb. 20, 1919 [3]June 7, 1922	HAZELWOOD	102
103	Dec. 6, 1917	Jan. 3, 1919	June 28, 1919	None.....	Sept. 24, 1919	Dec. 10, 1919 Sept. 27, 1923	HENSHAW	103
104	Sept. 28, 1917	Apr. 9, 1918	May 8, 1919	None.....	Nov. 21, 1919	Nov. 21, 1919 [3]June 27, 1922	HERBERT	104
105	Feb. 14, 1918	Nov. 25, 1918	May 31, 1919	None.....	Apr. 17, 1920	Sept. 14, 1920 [3]Aug. 15, 1922	HERNDON	105
106	Aug. 15, 1917	Nov. 25, 1918	Apr. 12, 1919	.....	Oct. 1, 1919	Oct. 1, 1919 [3]May 27, 1922	HOGAN	106
107	Sept. 28, 1917	Jan. 19, 1918	June 8, 1918	None.....	Mar. 21, 1919	Mar. 21, 1919 [3]July 17, 1922	HOPEWELL	107
108	Dec. 29, 1917 [2]May 8, 1919	July 30, 1919	June 26, 1920	None.....	Mar. 21, 1921	Mar. 21, 1921	HOPKINS	108
109	Dec. 19, 1917	Sept. 7, 1918	Apr. 26, 1919	None.....	Oct. 2, 1919	Oct. 2, 1919 [3]Feb. 1, 1923	HOVEY	109
110	Aug. 15, 1917	Dec. 9, 1918	Apr. 26, 1919	.....	Jan. 28, 1920	Jan. 29, 1920 [3]May 27, 1922	HOWARD	110
111	[1]Jan. 25, 1918	Nov. 18, 1918	June 28, 1919	None.....	.....	Oct. 27, 1920	HULBERT	111
112	Dec. 6, 1917	Sept. 13, 1920	Feb. 18, 1921	.....	Apr. 26, 1921	Apr. 26, 1921	HULL	112
113	Dec. 29, 1917 [2]May 8, 1919	July 31, 1918	July 28, 1919	None.....	July 21, 1920	July 21, 1920	HUMPHREYS	113
114	Feb. 14, 1918	Aug. 20, 1918	Feb. 14, 1920	None.....	June 8, 1920	Sept. 30, 1920 [3]Aug. 11, 1922	HUNT	114
115	Dec. 6, 1917	Oct. 15, 1918	Feb. 28, 1919	.....	June 27, 1919	June 28, 1919 [3]June 24, 1922	INGRAM, OSMOND	115
116	Dec. 6, 1917	May 24, 1919	Sept. 10, 1919	None.....	Nov. 26, 1919	Dec. 4, 1919	ISHERWOOD	116
117	Dec. 29, 1917 [2]May 8, 1919	Apr. 2, 1919	Oct. 4, 1919	None.....	Sept. 24, 1920	Sept. 24, 1920	JAMES, REUBEN	117
118	July 11, 1917	Feb. 21, 1918	Nov. 20, 1918	None.....	Oct. 20, 1919	Oct. 20, 1919 [3]June 24, 1922	JONES, JACOB	118
119	Dec. 19, 1917	Dec. 23, 1919	Sept. 30, 1920	.....	Apr. 19, 1921	Apr. 19, 1921	JONES, PAUL	119
120	Dec. 6, 1917	Oct. 2, 1918	Apr. 9, 1919	None.....	Sept. 30, 1920	Sept. 30, 1920	JONES, WILLIAM	120

[1] Date assigned to yard [2] Date of supplementary contract. [3] Date placed out of commission.

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DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal, stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
121	KALK.....DD170	314 4½	310 0	30 11¼	9 1⅞	1,191	15.4	1,278	9 8	121
122	KANE.....DD235	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	122
123	KENNEDY.....DD306	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	123
124	KENNISON.....DD138	314 4½	310 0	30 11¼	9 0	1,154	15.4	1,247	9 8⅛	124
125	KIDDER.....DD319	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	125
126	KILTY.....DD137	314 4½	310 0	30 11¼	9 0	1,154	15.4	1,247	9 8⅛	126
127	KIMBERLY.....DD80	314 4½	310 0	30 11¼	9 2	1,191	15.4	1,284	9 9⅛	127
128	KING.....DD242	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	128
129	LAMBERTON.....DD119	314 4½	310 0	30 11¼	9 3⅜	1,213	15.4	1,306	9 9¼	129
130	LAMSON.....DD328	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	130
131	LARDNER.....DD286	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	131
132	LAUB.....DD263	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	132
133	LA VALLETTE.....DD315	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	133
134	LAWRENCE.....DD250	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	134
135	LEA.....DD118	314 4½	310 0	30 11¼	9 0½	1,154	15.4	1,247	9 10¼	135
136	LEARY.....DD158	314 4½	310 0	30 11¼	9 4	1,211	15.4	1,304	9 9½	136
137	LITCHFIELD.....DD336	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	137
138	LITTLE.....DD79	314 4½	310 0	30 11¼	9 2	1,191	15.4	1,284	9 9⅛	138
139	LONG.....DD209	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	139
140	MACDONOUGH.....DD331	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	140
141	MACKENZIE.....DD175	314 4½	310 0	30 11¼	9 2	1,191	15.4	1,284	9 9⅛	141
142	MACLEISH.....DD220	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	142
143	MADDOX.....DD168	314 4½	310 0	30 11¼	9 2	1,191	15.4	1,284	9 9⅛	143
144	MANLEY.....DD74	315 6	310 0	30 8	8 0½	1,125	14.7	1,187	9 5¼	144
145	MARCUS.....DD321	314 4½	310 0	30 11¼	9 4	1,215	15.5	1,308	9 9¼	145

[1] Length on designed water line.

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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.*								
121	1,200	35.41	.....	.....	4	2	8	10	104	KALK.....DD170	121
122	1,296	33.78	.....	.....	4	2	8	10	112	KANE.....DD235	122
123	1,293	33.36	.....	.....	4	2	8	10	104	KENNEDY.....DD306	123
124	1,180	35.89	.....	.....	4	2	8	10	104	KENNISON.....DD138	124
125	1,288	33.85	.....	.....	4	2	8	10	104	KIDDER.....DD319	125
126	1,191	35.22	.....	.....	4	2	8	10	104	KILTY.....DD137	126
127	[1] 1,236	34.81	.....	.....	4	2	8	10	104	KIMBERLY.....DD80	127
128	1,303	33.99	.....	.....	4	2	8	10	104	KING.....DD242	128
129	1,203	33.40	.....	.....	4	2	8	10	104	LAMBERTON.....DD119	129
130	1,304	33.64	.....	.....	4	2	8	10	104	LAMSON.....DD328	130
131	1,256	34.57	.....	.....	4	2	8	10	104	LARDNER.....DD286	131
132	1,191	34.37	.....	.....	4	2	8	10	104	LAUB.....DD263	132
133	1,290	33.24	.....	.....	4	2	8	10	104	LA VALLETTE.....DD315	133
134	1,322	33.88	.....	.....	4	2	8	10	104	LAWRENCE.....DD250	134
135	1,165	35.04	.....	.....	4	2	8	10	104	LEA.....DD118	135
136	1,175	35.16	.....	.....	4	2	8	10	104	LEARY.....DD158	136
137	1,283	34.92	.....	.....	4	2	8	10	104	LITCHFIELD.....DD336	137
138	[1] 1,191	34.73	.....	.....	4	2	8	10	104	LITTLE.....DD79	138
139	1,230	35.03	.....	.....	4	2	8	10	116	LONG.....DD209	139
140	1,299	33.10	.....	.....	4	2	8	10	104	MACDONOUGH.....DD331	140
141	1,195	33.57	.....	.....	4	2	8	10	104	MACKENZIE.....DD175	141
142	1,231	35.05	.....	.....	4	2	8	10	104	MACLFISH.....DD220	142
143	[1] 1,202	34.94	.....	.....	4	2	8	10	104	MADDOX.....DD168	143
144	1,094	32.23	.....	.....	4	2	8	10	104	MANLEY.....DD74	144
145	1,296	33.18	.....	.....	4	2	8	10	104	MARCUS.....DD321	145

[1] Estimated.

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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.			
121	KALK	2	Curtis geared turb.	4 Yarrow	27,540	28,400		121
122	KANE	2	Westgh. geared turb.	4 White-Forster.	27,500	29,050		122
123	KENNEDY	2	G. E. Curtis geared turb.[1]	4 Yarrow	27,500	29,450		123
124	KENNISON	2	Parsons geared turb.	4 Normand	27,000	28,300		124
125	KIDDER	2	G. E. Curtis geared turb.[1]	4 Yarrow	27,540	31,350		125
126	KILTY	2	Parsons geared turb.	4 Normand	27,000	26,325		126
127	KIMBERLY	2	Curtis geared turb.	4 Yarrow	27,540	27,350		127
128	KING	2	Westgh. geared turb.	4 White-Forster.	27,500	29,575		128
129	LAMBERTON	2	Curtis turb.[2]	4 Thornycroft	28,000	25,000		129
130	LAMSON	2	G.E.Curtis geared turb.[1]	4 Yarrow	27,540	30,825		130
131	LARDNER	2	Curtis geared turb.	4 Yarrow	27,540	27,990		131
132	LAUB	2	Curtis geared turb.	4 Yarrow	27,540	27,535		132
133	LA VALLETTE	2	G.E.Curtis geared turb.[1]	4 Yarrow	27,540	29,750		133
134	LAWRENCE	2	Westgh. geared turb.	4 white-Forster.	27,500	29,290		134
135	LEA	2	Parsons geared turb.	4 White-Forster.	27,500	25,980		135
136	LEARY	2	Parsons geared turb.	4 Thornycroft	27,048	25,525		136
137	LITCHFIELD	2	Parsons geared turb.	4 Normand	27,000	29,900		137
138	LITTLE	2	Curtis geared turb.	4 Yarrow	27,540	27,180		138
139	LONG	2	Parsons geared turb.	4 White-Forster.	27,500	25,700		139
140	MACDONOUGH	2	G.E.Curtis geared turb.[1]	4 Yarrow	27,540	29,500		140
141	MACKENZIE	2	Curtis geared turb.	4 Yarrow	27,540	28,210		141
142	MACLEISH	2	Parsons geared turb.	4 White-Forster.	27,500	25,740		142
143	MADDOX	2	Curtis geared turb.	4 Yarrow	27,540	26,950		143
144	MANLEY	2	Parsons geared turb.	4 Normand	21,500	19,715		144
145	MARCUS	2	G.E.Curtis geared turb.[1]	4 Yarrow	27,540	29,670		145

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

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DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
121	435	2	25	125	2-25-3600	General Electric	KALK.....DD170	121
122	449	2	25	125	8 25-$\frac{7}{1000}$	Westinghouse	KANE.....DD235	122
123	486	?	25	125	2-25-3600	General Electric	KENNEDY.....DD306	123
124	[1] 404	2	25	125	8-25-$\frac{7}{1000}$	Westinghouse	KENNISON.....DD138	124
125	486	2	25	125	2-25-3600	General Electric	KIDDER.....DD319	125
126	[1] 404	2	25	125	8-25-$\frac{7}{1000}$	Westinghouse	KILTY.....DD137	126
127	435	2	25	125	2-25-3600	General Electric	KIMBERLY.....DD80	127
128	449	2	25	125	8-25-$\frac{7}{1000}$	Westinghouse	KING.....DD242	128
129	441	2	25	125	8-25-$\frac{7}{1000}$	.....do	LAMBERTON.....DD119	129
130	486	2	25	125	2-25-3600	General Electric	LAMSON.....DD328	130
131	435	2	25	125	2-25-3600	.....do	LARDNER.....DD286	131
132	435	2	25	125	2-25-3600	.....do	LAUB.....DD263	132
133	486	2	25	125	2-25-3600	.....do	LA VALLETTE.....DD315	133
134	449	2	25	125	8-25-$\frac{7}{1000}$	Westinghouse	LAWRENCE.....DD250	134
135	408	2	25	125	8-25-$\frac{7}{1000}$	.....do	LEA.....DD118	135
136	[1] 441	2	25	125	2-25-3600	General Electric	LEARY.....DD158	136
137	[1] 404	2	25	125	5-25-$\frac{7}{1000}$	Westinghouse	LITCHFIELD.....DD336	137
138	435	2	25	125	2-25-3600	General Electric	LITTLE.....DD79	138
139	415	2	25	125	8-25-$\frac{7}{1000}$	Westinghouse	LONG.....DD209	139
140	486	2	25	125	2-25-3600	General Electric	MACDONOUGH DD331	140
141	484	2	25	125	2-25-3600	.....do	MACKENZIE.....DD175	141
142	415	2	25	125	8-25-$\frac{7}{1000}$	Westinghouse	MACLEISH.....DD220	142
143	435	2	25	125	2-25-3600	General Electric	MADDOX.....DD168	143
144	336	2	25	125	2-25-3600	.....do	MANLEY.....DD74	144
145	486	2	25	125	2-25-3600	.....do	MARCUS.....DD321	145

[1] Estimated.

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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).				
121	KALK	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Fore River S. B.Co..	Cost+10%	Mar. 4,1917	121
122	KANE	4 5", 51 cal.; 1 3",23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6, 1917	122
123	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	123
124	KENNISON	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Mare Island, Calif.	.....	Mar. 4,1917	124
125	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	125
126	KILTY	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Mare Island, Calif.	.....	Mar. 4,1917	126
127	KIMBERLY	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Fore River S. B. Co..	Cost+10%	Aug. 29,1916	127
128	KING	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6,1917	128
129	LAMBERTON	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4,1917	129
130	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	130
131	LARDNER	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6,1917	131
132	LAUB	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6,1917	132
133	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	133
134	LAWRENCE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6,1917	134
135	LEA	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons..	Cost+10%	Mar. 4,1917	135
136	LEARY	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	New York S. B. Co...	Cost+10%	Mar. 4,1917	136
137	LITCHFIELD	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Mare Island, Calif.	.....	Oct. 6,1917	137
138	LITTLE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Fore River S. B. Co..	Cost+10%	Aug. 29,1916	138
139	LONG	[1]8 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons..	Cost+fee.	Oct. 6,1917	139
140	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	140
141	MACKENZIE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Union Iron Works..	Cost+10%	Mar. 4,1917	141
142	MACLEISH	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons..	Cost+fee.	Oct. 6,1917	142
143	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	143
144	MANLEY	3 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Bath Iron Works..	879,500	Mar. 3,1915	144
145	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	145

[1] Twin mounts.

[2] Together with act of Aug. 29, 1916.

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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.	
121	Aug. 15, 1917	Aug. 17, 1918	Dec. 21, 1918	None.....	Mar. 29, 1919	Mar. 29, 1919 [3]July 10, 1922	KALK.....	121
122	Dec. 29, 1917 [2] May 8, 1919	July 3, 1918	Aug. 12, 1919	None.....	June 11, 1920	June 11, 1920	KANE.....	122
123	Dec. 6, 1917	Sept. 25, 1918	Feb. 15, 1919	None.....	Aug. 28, 1920	Aug. 28, 1920	KENNEDY.....	123
124	[1] July 20, 1917	Feb. 14, 1918	June 8, 1918	Sept. 30, 1918	.....	Apr. 2, 1919 [3]June 17, 1922	KENNISON.....	124
125	Dec. 6, 1917	Mar. 5, 1919	July 10, 1919	.....	Feb. 7, 1921	Feb. 7, 1921	KIDDER.....	125
126	[1] July 20, 1917	Dec. 15, 1917	Apr. 25, 1918	July 20, 1918	.....	Dec. 17, 1918 [3]June 5, 1922	KILTY.....	126
127	Dec. 26, 1916 [2] May 5, 1917	June 21, 1917	Dec. 4, 1917	.....	Apr. 26, 1918	Apr. 26, 1918 [3]June 30, 1922	KIMBERLY.....	127
128	Dec. 29, 1917 [2] May 8, 1919	Apr. 28, 1919	Oct. 14, 1920	None.....	Dec. 16, 1920	Dec. 16, 1920	KING.....	128
129	June 29, 1917	Oct. 1, 1917	Mar. 30, 1918	None.....	Aug. 20, 1918	Aug. 22, 1918 [3]June 30, 1922	LAMBERTON....	129
130	Dec. 6, 1917	Aug. 13, 1919	Sept. 1, 1920	None.....	Apr. 19, 1921	Apr. 19, 1921	LAMSON.....	130
131	Dec. 6, 1917	June 16, 1919	Sept. 29, 1919	None.....	Dec. 10, 1919	Dec. 10, 1919	LARDNER.....	131
132	Dec. 6, 1917	Apr. 20, 1918	Aug. 25, 1918	.....	Mar. 17, 1919	Mar. 17, 1919 [3]June 15, 1922	LAUB.....	132
133	Dec. 6, 1917	Apr. 14, 1919	July 15, 1919	None.....	Dec. 24, 1920	Dec. 24, 1920	LA VALLETTE...	133
134	Dec. 29, 1917 [2] May 8, 1919	Aug. 14, 1919	July 10, 1920	None.....	Apr. 18, 1921	Apr. 18, 1921	LAWRENCE.....	134
135	May 2, 1917	Sept. 18, 1917	Apr. 29, 1918	.....	Sept. 30, 1918	Oct. 2, 1918 [3]June 22, 1922	LEA.....	135
136	Sept. 28, 1917	Mar. 6, 1918	Dec. 18, 1918	.....	Dec. 5, 1919	Dec. 5, 1919 [3]June 29, 1922	LEARY.....	136
137	[1] Jan. 22, 1918	Jan. 15, 1919	Aug. 12, 1919	None.....	.....	May 12, 1920	LITCHFIELD.....	137
138	Dec. 26, 1916 [2] May 5, 1917	June 18, 1917	Nov. 11, 1917	.....	Apr. 5, 1918	Apr. 6, 1918 [3]July 5, 1922	LITTLE.....	138
139	Dec. 19, 1917	Sept. 23, 1918	Apr. 26, 1918	None.....	Oct. 20, 1919	Oct. 20, 1919 [3]Dec. 30, 1922	LONG.....	139
140	Dec. 6, 1917	May 24, 1920	Dec. 15, 1920	.....	Apr. 30, 1921	Apr. 30, 1921	MACDONOUGH...	140
141	Aug. 15, 1917	July 4, 1918	Sept. 29, 1918	.....	July 25, 1919	July 25, 1919 [3]May 27, 1922	MACKENZIE.....	141
142	Dec. 19, 1917	Aug. 19, 1919	Dec. 18, 1919	.....	Aug. 2, 1920	Aug. 2, 1920	MACLEISH.....	142
143	Aug. 15, 1917	July 20, 1918	Oct. 27, 1918	.....	Mar. 10, 1919	Mar. 10, 1919 [3]June 14, 1922	MADDOX.....	143
144	Dec. 30, 1915	Aug. 22, 1916	Aug. 23, 1917	Aug. 30, 1917	Oct. 15, 1917	Oct. 15, 1917 [3]June 14, 1922	MANLEY.....	144
145	Dec. 6, 1917	May 20, 1919	Aug. 22, 1919	None.....	Feb. 23, 1921	Feb. 23, 1921	MARCUS.....	145

[1] Date assigned to yard. [2] Date of supplementary contract. [3] Date placed out of commission

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DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
146	MASON.....DD191	314 4½	310 0	30 11½	9 4	1,215	15 5	1,308	9 9¾	146
147	McCALLA.....DD253	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	147
148	McCAWLEY.....DD276	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	148
149	McCOOK.....DD252	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	149
150	McCORMICK.....DD223	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	150
151	McDERMUT.....DD262	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	151
152	McFARLAND.....DD237	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	152
153	McKEAN.....DD90	314 4½	310 0	30 11¼	9 2	1,191	15.4	1,284	9 9⅞	153
154	McKEE.....DD87	314 4½	310 0	30 11¼	9 2	1,191	15.4	1,284	9 9⅞	154
155	McLANAHAN.....DD264	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	155
156	MEADE.....DD274	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	156
157	MELVIN..... .....DD335	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	157
158	MEREDITH.....DD165	314 4½	310 0	30 11¼	9 2	1,191	15.4	1,284	9 9⅞	158
159	MERVINE.....DD322	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	159
160	MEYER.....DD279	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	160
161	MONTGOMERY.....DD121	314 4½	310 0	30 11¼	9 3⅝	1,213	15.4	1,306	9 9¾	161
162	MOODY.....DD277	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	162
163	MORRIS.....DD271	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	163
164	MUGFORD.....DD105	314 4½	310 0	30 11¼	9 2	1,191	15.4	1,284	9 9⅞	164
165	MULLANY.....DD325	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	165
166	NICHOLSON.....DD52	305 3	300 0	30 4	9 5½	1,050	14.4	1,171	10 5½	166
167	NOA.....DD343	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	167
168	O'BANNON DD177	314 4½	310 0	30 11¼	9 2	1,191	15.4	1,284	9 9⅞	168
169	O'BRIEN.....DD51	305 3	300 0	30 4	9 5½	1,050	14.4	1,171	10 5½	169

[1] Length on designed water line.

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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.*								
146	1,303	35.05	.....	.....	4	2	8	10	104	MASON.....DD191	146
147	1,235	34.30	.....	.....	4	2	8	10	104	McCALLA.....DD253	147
148	1,265	34.56	.....	.....	4	2	8	10	104	McCAWLEY.....DD276	148
149	1,252	34.73	.....	.....	4	2	8	10	104	McCOOK.....DD252	149
150	1,237	35.04	.....	.....	4	2	8	10	104	McCORMICK.....DD223	150
151	[2]1,225	34.72	.....	.....	4	2	8	10	104	McDERMUT.....DD262	151
152	1,311	33.76	.....	.....	4	2	8	10	104	McFARLAND.....DD237	152
153	1,197	34.44	.....	.....	4	2	8	10	104	McKEAN.....DD90	153
154	1,195	33.60	.....	.....	4	2	8	10	104	McKEE.....DD87	154
155	1,201	34.16	.....	.....	4	2	8	10	104	McLANAHAN.....DD264	155
156	1,290	34.65	.....	.....	4	2	8	10	104	MEADE.....DD274	156
157	1,295	33.86	.....	.....	4	2	8	10	104	MELVIN.....DD335	157
158	[3]1,180	35.59	.....	.....	4	2	8	10	104	MEREDITH.....DD165	158
159	1,289	33.02	.....	.....	4	2	8	10	104	MERVINE.....DD322	159
160	1,255	34.69	.....	.....	4	2	8	10	104	MEYER.....DD279	160
161	1,200	33.08	.....	.....	4	2	8	10	104	MONTGOMERY.....DD121	161
162	1,281	34.73	.....	.....	4	2	8	10	104	MOODY.....DD277	162
163	1,241	34.70	.....	.....	4	2	8	10	104	MORRIS.....DD271	163
164	1,202	33.99	.....	.....	4	2	8	10	104	MUGFORD.....DD105	164
165	1,330	33.74	.....	.....	4	2	8	10	104	MULLANY.....DD325	165
166	1,045	29.08	.....	.....	4	2	8	9	89	NICHOLSON.....DD52	166
167	1,268	31.89	.....	.....	4	2	8	10	104	NOA.....DD343	167
168	1,228	33.59	.....	.....	4	2	8	10	104	O'BANNON.....DD177	168
169	1,052	29.16	.....	.....	4	2	8	9	89	O'BRIEN.....DD51	169

[1] Estimated. [2] Two-hour trial. [3] At start of trial

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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.			
146	MASON	2	Westgh. geared turb	4 White-Forster.	27,500	26,605	.....	146
147	McCALLA	2	Curtis geared turb	4 Yarrow	27,540	27,960	.....	147
148	McCAWLEY	2	Curtis geared turb	4 Yarrow	27,540	27,975	.....	148
149	McCOOK	2	Curtis geared turb	4 Yarrow	27,540	28,958	.....	149
150	McCORMICK	2	Parsons geared turb	4 White-Forster.	27,500	25,740	.....	150
151	McDERMUT	2	Curtis geared turb	4 Yarrow	27,540	28,350	.....	151
152	McFARLAND	2	Westgh. geared turb	4 White-Forster.	27,500	29,000	.....	152
153	McKEAN	2	G. E. Curtis geared turb.[3]	4 Yarrow	27,540	29,500	.....	153
154	McKEE	2	G. E. Curtis geared turb.[3]	4 Yarrow	27,540	26,400	.....	154
155	McLANAHAN	2	Curtis geared turb	4 Yarrow	27,540	27,050	.....	155
156	MEADE	2	Curtis geared turb	4 Yarrow	27,540	28,190	.....	156
157	MELVIN	2	G. E. Curtis geared turb[3].	4 Yarrow	27,540	31,380	.....	157
158	MEREDITH	2	Curtis geared turb	4 Yarrow	27,540	28,765	.....	158
159	MERVINE	2	G. E. Curtis geared turb.[3]	4 Yarrow	27,540	29,325	.....	159
160	MEYER	2	Curtis geared turb	4 Yarrow	27,540	28,240	.....	160
161	MONTGOMERY	2	Curtis turb.[4]	4 Thornycroft	28,000	24,180	.....	161
162	MOODY	2	Curtis geared turb	4 Yarrow	27,540	28,400	.....	162
163	MORRIS	2	Curtis geared turb	4 Yarrow	27,540	28,310	.....	163
164	MUGFORD	2	Curtis geared turb	4 Yarrow	27,540	28,800	.....	164
165	MULLANY	2	G. E. Curtis geared turb.[3]	4 Yarrow	27,540	31,070	.....	165
166	NICHOLSON	2	Zoelly turb.[2]	4 White-Forster.	21,600	15,906	.....	166
167	NOA	2	Parsons geared turb	4 Normand	27,000	22,800	.....	167
168	O'BANNON	2	Curtis geared turb	4 Yarrow	27,540	28,230	.....	168
169	O'BRIEN	2	Zoelly turb.[2]	4 White-Forster.	21,600	16,275	.....	169

[1] Estimated.

[2] Cruising engine on each shaft $\frac{13\times25}{12}$.

[3] Cruising turbine on each shaft.

[4] Geared cruising turbine on starboard shaft only

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DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
146	450	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	MASON.....DD191	146
147	435	2	25	125	2-25-3600	General Electric	MCCALLA.....DD253	147
148	435	2	25	125	2-25-3600	.....do	MCCAWLEY.....DD276	148
149	435	2	25	125	2-25-3600	.....do	MCCOOK.....DD252	149
150	415	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	MCCORMICK.....DD223	150
151	435	2	25	125	2-25-3600	General Electric	MCDERMUT.....DD262	151
152	449	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	MCFARLAND.....DD237	152
153	458	2	25	125	2-25-3600	General Electric	MCKEAN.....DD90	153
154	458	2	25	125	2-25-3600	.....do	MCKEE.....DD87	154
155	435	2	25	125	2-25-3600	.....do	MCLANAHAN.....DD264	155
156	435	2	25	125	2-25-3600	.....do	MEADE.....DD274	156
157	486	2	25	125	2-25-3600	.....do	MELVIN.....DD335	157
158	435	2	25	125	2-25-3600	.....do	MEREDITH.....DD165	158
159	486	2	25	125	2-25-3600	.....do	MERVINE.....DD322	159
160	435	2	25	125	2-25-3600	.....do	MEYER.....DD279	160
161	441	[1]2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	MONTGOMERY.....DD121	161
162	435	2	25	125	2-25-3600	General Electric	MOODY.....DD277	162
163	435	2	25	125	2-25-3600	.....do	MORRIS.....DD271	163
164	486	2	25	125	2-25-3600	.....do	MUGFORD.....DD105	164
165	486	2	25	125	2-25-3600	.....do	MULLANY.....DD325	165
166	351	2	25	125	8-25-3200	Terry-Diehl	NICHOLSON.....DD52	166
167	[1]353	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	NOA.....DD343	167
168	484	2	25	125	2-25-3600	General Electric	O'BANNON.....DD177	168
169	351	2	25	125	8-25-3200	Terry-Diehl	O'BRIEN.....DD51	169

[1] Estimated.

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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).				
146	MASON	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	146
147	MCCALLA	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	Bethlehem S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	147
148	MCCAWLEY	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	148
149	MCCOOK	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	149
150	MCCORMICK	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	150
151	MCDERMUT	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	151
152	MCFARLAND	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	152
153	MCKEAN	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	Union Iron Works	Cost+10%	Aug. 29, 1916	153
154	MCKEE	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	do	Cost+10%	Aug. 29, 1916	154
155	MCLANAHAN	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	155
156	MEADE	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	do	Cost+fee.	Oct. 6, 1917	156
157	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	157
158	MEREDITH	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	158
159	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	159
160	MEYER	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	MONTGOMERY	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	161
162	MOODY	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	162
163	MORRIS	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	do	Cost+fee.	Oct. 6, 1917	163
164	MUGFORD	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	Union Iron Works	Cost+10%	Mar. 4, 1917	164
165	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	165
166	NICHOLSON	4 4", 50 cal.	4 21" twin.	Wm. Cramp & Sons.	842,000	Aug. 22, 1912	166
167	NOA	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	Navy yard, Norfolk.		Oct. 6, 1917	167
168	O'BANNON	4 4", 50 cal.; 1 3",23 cal. A.A.	4 21" triple.	Union Iron Works.	Cost+10%	Mar. 4, 1917	168
169	O'BRIEN	4 4", 50 cal.	4 21" twin.	Wm. Cramp & Sons.	842,000	Aug. 22, 1912	169

[1] Together with act of Aug. 29, 1916.

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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.	
146	Feb. 14, 1918	July 10, 1918	Mar. 8, 1919	.....	Feb. 28, 1920	Feb. 28, 1920 [3]July 3, 1922	MASON.....	146
147	Dec. 6, 1917	Sept. 25, 1918	Mar. 28, 1919	.....	May 19, 1919	May 19, 1919 [3]June 30, 1922	McCALLA.....	147
148	Dec. 6, 1917	Nov. 5, 1918	June 14, 1919	None.....	Aug. 29, 1919	Sept. 22, 1919 Sept. 27, 1923	McCAWLEY.....	148
149	Dec. 6, 1917	Sept. 11, 1918	Jan. 31, 1919	.....	Apr. 30, 1919	Apr. 30, 1919 [3]June 30, 1922	McCOOK.....	149
150	Dec. 19, 1917	Aug. 11, 1919	Feb. 14, 1920	.....	Aug. 30, 1920	Aug. 30, 1920	McCORMICK.....	150
151	Dec. 6, 1917	Apr. 20, 1918	Aug. 6, 1918	.....	Mar. 27, 1919	Mar. 27, 1919	McDERMUT.....	151
152	Dec. 29, 1917 [2]May 8, 1919	July 31, 1918	Mar. 30, 1920	None.....	Sept. 30, 1920	Sept. 30, 1920	McFARLAND....	152
153	Dec. 30, 1916	Feb. 12, 1918	July 4, 1918	.....	Feb. 25, 1919	Feb. 25, 1919 [3]June 19, 1922	McKEAN.....	153
154	Dec. 30, 1916	Oct. 29, 1917	Mar. 23, 1918	.....	Sept. 7, 1918	Sept. 7, 1918 [3]June 16, 1922	McKEE.....	154
155	Dec. 6, 1917	Apr. 20, 1918	Sept. 22, 1918	.....	Apr. 5, 1919	Apr. 5, 1919 [3]June 10, 1922	McLANAHAN....	155
156	Dec. 6, 1917	Sept. 23, 1918	May 24, 1919	None.....	Sept. 8, 1919	Sept. 8, 1919 [3]May 25, 1922	MEADE.....	156
157	Dec. 6, 1917	Sept. 15, 1920	Apr. 11, 1921	.....	May 31, 1921	May 31, 1921	MELVIN.....	157
158	Aug. 15, 1917	June 26, 1918	Sept. 22, 1918	.....	Jan. 29, 1919	Jan. 29, 1919 [3]June 28, 1922	MEREDITH.....	158
159	Dec. 6, 1917	Apr. 28, 1919	Aug. 11, 1919	None.....	Mar. 1, 1921	Mar. 1, 1921	MERVINE.....	159
160	Dec. 6, 1917	Feb. 6, 1919	July 18, 1919	None.....	Sept. 30, 1919	Dec. 17, 1919 Sept. 27, 1923	MEYER.....	160
161	June 29, 1917	Oct. 2, 1917	Mar. 23, 1918	None.....	July 25, 1918	July 26, 1918 [3]June 6, 1922	MONTGOMERY...	161
162	Dec. 6, 1917	Dec. 9, 1918	June 28, 1919	None.....	Sept. 25, 1919	Dec. 10, 1919 Sept. 27, 1923	MOODY.....	162
163	Dec. 6, 1917	July 20, 1918	Apr. 12, 1919	.....	July 21, 1919	July 21, 1919 [3]June 15, 1922	MORRIS.....	163
164	May 4, 1917	Oct. 20, 1917	Apr. 14, 1918	.....	Nov. 25, 1918	Nov. 25, 1918 [3]June 7, 1922	MUGFORD.....	164
165	Dec. 6, 1917	June 3, 1919	July 9, 1920	None.....	Mar. 29, 1921	Mar. 29, 1921	MULLANY.....	165
166	Dec. 7, 1912	Sept. 8, 1913	Aug. 19, 1914	Nov. 22, 1914	Apr. 30, 1915	Apr. 30, 1915 [3]May 26, 1922	NICHOLSON.....	166
167	[1]Jan. 25, 1918	Nov. 18, 1918	June 28, 1919	.....	.....	Feb. 15, 1921	NOA.....	167
168	Aug. 15, 1917	Nov. 12, 1918	Feb. 28, 1919	.....	Aug. 27, 1919	Aug. 27, 1919 [3]May 27, 1922	O'BANNON.....	168
169	Dec. 7, 1912	Sept. 8, 1913	July 20, 1914	Nov. 7, 1914	May 22, 1915	May 23, 1915 [3]June 9, 1922	O'BRIEN.....	169

[1] Date assigned to yard. [2] Date of supplementary contract. [3] Date placed out of commission.

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DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
170	OSBORNE.....DD295	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	170
171	OVERTON.....DD239	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	171
172	PALMER.....DD161	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	172
173	PARKER.....DD48	305 3	300 0	30 4	9 5	1,036	14.4	1,156	10 6	173
174	PARROTT.....DD218	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	174
175	PAULDING, JAMES K.....DD238	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	175
176	PEARY.....DD226	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	176
177	PERCIVAL.....DD298	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	177
178	PERRY.....DD340	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	178
179	PHILIP.....DD76	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8⅝	179
180	PILLSBURY.....DD227	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	180
181	POPE.....DD225	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	181
182	PREBLE.....DD345	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	182
183	PRESTON.....DD327	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	183
184	PRESTON, WILLIAM B.....DD344	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	184
185	PRUITT.....DD347	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	185
186	PUTNAM.....DD287	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	186
187	RADFORD.....DD120	314 4½	310 0	30 11½	9 3⅜	1,213	15.4	1,306	10 3⅛	187
188	RAMSAY.....DD124	314 4½	310 0	30 11½	9 3⅜	1,213	15.4	1,306	10 3⅛	188
189	RATHBURNE.....DD113	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10⅛	189
190	REID.....DD292	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	190
191	RENO.....DD303	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9⅜	191
192	RENSHAW.....DD176	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	192
193	RINGGOLD.....DD89	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	193

[1] Length on designed water line.

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DESTROYERS—FIRST LINE (DD).

	Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.	
			Fuel oil.								
	Displacement.	Speed.	40 cubic feet per ton.	Gallons.	No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Other enlisted men.		
	Tons.	*Knots.*	*Tons.*								
170	1,270	34.80	.....	.....	4	2	8	10	104	OSBORNE.....DD295	170
171	1,313	32.84	.....	.....	4	2	8	10	104	OVERTON.....DD239	171
172	1,185	35.77	.....	.....	4	2	8	10	104	PALMER.....DD161	172
173	1,035	29.55	.....	.....	4	2	8	9	89	PARKER.....DD48	173
174	1,232	35.05	.....	.....	4	2	8	10	104	PARROTT.....DD218	174
175	1,303	33.89	.....	.....	4	2	8	10	104	PAULDING, JAMES K.....DD238	175
176	1,224	35.06	.....	.....	4	2	8	10	104	PEARY.....DD226	176
177	1,286	33.91	.....	.....	4	2	8	10	104	PERCIVAL.....DD298	177
178	1,334	33.37	.....	.....	4	2	8	10	104	PERRY.....DD340	178
179	1,142	35.53	.....	.....	4	2	8	10	104	PHILIP.....DD76	179
180	1,230	35.06	.....	.....	4	2	8	10	104	PILLSBURY.....DD227	180
181	1,254	35.08	.....	.....	4	2	8	10	104	POPE.....DD225	181
182	1,107	35.51	.....	.....	4	2	8	10	104	PREBLE.....DD345	182
183	1,298	33.75	.....	.....	4	2	8	10	104	PRESTON.....DD327	183
184	1,226	35.14	.....	.....	4	2	8	10	104	PRESTON, WILLIAM B.....DD344	184
185	1,214	35.11	.....	.....	4	2	8	10	104	PRUITT.....DD347	185
186	1,265	34.38	.....	.....	4	2	8	10	104	PUTNAM.....DD287	186
187	1,235	33.48	.....	.....	4	2	8	10	104	RADFORD.....DD120	187
188	1,235	32.64	.....	.....	4	2	8	10	104	RAMSAY.....DD124	188
189	1,160	35.26	.....	.....	4	2	8	10	104	RATHBURNE.....DD113	189
190	1,263	34.76	.....	.....	4	2	8	10	104	REID.....DD292	190
191	1,298	33.58	.....	.....	4	2	8	10	104	RENO.....DD303	191
192	1,191	33.83	.....	.....	4	2	8	10	104	RENSHAW.....DD176	192
193	1,199	34.37	.....	.....	4	2	8	10	104	RINGGOLD.....DD89	193

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DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horsepower on trial.		
				Number and type.	Total heating surface.	Main engines.	Total maximum.	
					Sq. ft.			
170	OSBORNE	2	Curtis geared turb.	4 Yarrow	27,540	28,560	.....	170
171	OVERTON	2	Westgh. geared turb.	4 White-Forster.	27,500	26,550	.....	171
172	PALMER	2	Curtis geared turb.	4 Yarrow	27,540	29,165	.....	172
173	PARKER	2	Zoelly turb.[2]	4 White-Forster.	21,600	16,680	.....	173
174	PARROTT	2	Parsons geared turb.	4 White-Forster.	27,500	25,750	.....	174
175	PAULDING, JAMES K.	2	Westgh. geared turb.	4 White-Forster.	27,500	29,340	.....	175
176	PEARY	2	Parsons geared turb.	4 White-Forster.	27,500	25,760	.....	176
177	PERCIVAL	2	G. E. Curtis geared turb.[3]	4 Yarrow	27,540	30,850	.....	177
178	PERRY	2	Parsons geared turb.	4 Normand	27,000	[1]26,000	.....	178
179	PHILIP	2	Parsons geared turb.	4 Normand	27,000	24,960	.....	179
180	PILLSBURY	2	Parsons geared turb.	4 White-Forster.	27,500	25,850	.....	180
181	POPE	2	Parsons geared turb.	4 White-Forster.	27,500	25,800	.....	181
182	PREBLE	2	Parsons geared turb.	4 Normand	27,000	24,890	.....	182
183	PRESTON	2	G. E. Curtis geared turb.[3]	4 Yarrow	27,540	31,125	.....	183
184	PRESTON, WILLIAM B.	2	Parsons geared turb.	4 Normand	27,000	[1]26,000	.....	184
185	PRUITT	2	Parsons geared turb.	4 Normand	27,000	27,875	.....	185
186	PUTNAM	2	Curtis geared turb.	4 Yarrow	27,540	27,560	.....	186
187	RADFORD	2	Curtis turb.[4]	4 Thornycroft	28,000	25,175	.....	187
188	RAMSAY	2	Curtis turb.[4]	4 Thornycroft	28,000	23,640	.....	188
189	RATHBURNE	2	Parsons geared turb.	4 White-Forster.	27,500	26,227	.....	189
190	REID	2	Curtis geared turb.	4 Yarrow	27,540	28,465	.....	190
191	RENO	2	G. E. Curtis geared turb.[3]	4 Yarrow	27,540	30,000	.....	191
192	RENSHAW	2	Curtis geared turb.	4 Yarrow	27,540	28,960	.....	192
193	RINGGOLD	2	G. E. Curtis geared turb.[3]	4 Yarrow	27,540	29,300	.....	193

[1] Estimated.

[2] Cruising engine on each shaft $\frac{13\times25}{12}$.

[3] Cruising turbine on each shaft.

[4] Geared cruising turbine on starboard shaft only.

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DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
170	435	2	25	125	2-25-3600	General Electric	OSBORNE DD295	170
171	449	2	25	125	8-25-$\frac{7}{1200}$	Westinghouse	OVERTON DD239	171
172	435	2	25	125	2-25-3600	General Electric	PALMER DD161	172
173	347	2	10	125	2-10-5000	do	PARKER DD48	173
174	415	2	25	125	8-25-$\frac{7}{1200}$	Westinghouse	PARROTT DD218	174
175	449	2	25	125	8-25-$\frac{7}{1200}$	do	PAULDING, JAMES K .. DD238	175
176	432	2	25	125	8-25-$\frac{7}{1200}$	do	PEARY DD226	176
177	486	2	25	125	2-25 3600	General Electric	PERCIVAL DD298	177
178	404	2	25	125	8-25-$\frac{7}{1200}$	Westinghouse	PERRY DD340	178
179	404	2	25	125	2-25-3600	General Electric	PHILIP DD76	179
180	415	2	25	125	8-25-$\frac{7}{1200}$	Westinghouse	PILLSBURY DD227	180
181	415	2	25	125	8-25-$\frac{7}{1200}$	do	POPE DD225	181
182	404	2	25	125	2-25-3600	General Electric	PREBLE DD345	182
183	486	2	25	125	2-25-3600	do	PRESTON DD327	183
184	[1] 353	2	25	125	8-25-$\frac{7}{1200}$	Westinghouse	PRESTON, WILLIAM B. DD344	184
185	404	2	25	125	2-25-3600	General Electric	PRUITT DD347	185
186	435	2	25	125	2-25-3600	do	PUTNAM DD287	186
187	441	2	25	125	8-25-$\frac{7}{1200}$	Westinghouse	RADFORD DD120	187
188	441	2	25	125	8-25-$\frac{7}{1200}$	do	RAMSAY DD124	188
189	408	2	25	125	8-25-$\frac{7}{1200}$	do	RATHBURNE DD113	189
190	435	2	25	125	2-25-3600	General Electric	REID DD292	190
191	486	2	25	125	2-25-3600	do	RENO DD303	191
192	484	2	25	125	2-25-3600	do	RENSHAW DD176	192
193	458	2	25	125	2-25-3600	do	RINGGOLD DD89	193

[1] Estimated.

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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).				
170	OSBORNE	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	OVERTON	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	171
172	PALMER	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	172
173	PARKER	4 4", 50 cal.	4 18" twin.	Wm. Cramp & Sons.	756,100	Mar. 4, 1911	173
174	PARROTT	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	do	Cost+fee.	Oct. 6, 1917	174
175	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	175
176	PEARY	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	176
177	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	177
178	PERRY	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.		Oct. 6, 1917	178
179	PHILIP	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Bath Iron Works.	Cost+10%	Aug. 29, 1916	179
180	PILLSBURY	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	180
181	POPE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	do	Cost+fee.	Oct. 6, 1917	181
182	PREBLE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Bath Iron Works.	Cost+fee.	[1] July 1, 1918	182
183	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	183
184	PRESTON, WILLIAM B.	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Norfolk.		Oct. 6, 1917	184
185	PRUITT	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Bath Iron Works.	Cost+fee.	[1] July 1, 1918	185
186	PUTNAM	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	186
187	RADFORD	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	187
188	RAMSAY	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	do	Cost+10%	Mar. 4, 1917	188
189	RATHBURNE	3 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	189
190	REID	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	190
191	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	191
192	RENSHAW	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Union Iron Works.	Cost+10%	Mar. 4, 1917	192
193	RINGGOLD	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	do	Cost+10%	Aug. 29, 1916	193

[1] Together with act of Aug. 20, 1916.

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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.	
170	Dec. 6, 1917	Sept. 23, 1919	Dec. 29, 1919	.....	May 17, 1920	May 17, 1920	OSBORNE.....	170
171	Dec. 29, 1917 [3] May 8, 1919	Oct. 30, 1918	July 10, 1919	None.....	June 30, 1920	June 30, 1920	OVERTON.....	171
172	Aug. 15, 1917	May 29, 1918	Aug. 18, 1918	.....	Nov. 22, 1918	Nov. 22, 1918 [4] May 31, 1922	PALMER.....	172
173	Sept. 7, 1911	Mar. 11, 1912	Feb. 8, 1913	Aug. 7, 1913	Dec. 29, 1913	Dec. 30, 1913 [4] June 6, 1922	PARKER.....	173
174	Dec. 19, 1917	July 23, 1919	Nov. 25, 1919	.....	May 11, 1920	May 11, 1920	PARROTT.....	174
175	Dec. 29, 1917 [3] May 8, 1919	July 31, 1918	Apr. 20, 1920	None.....	Nov. 29, 1920	Nov. 29, 1920	PAULDING, JAMES K.	175
176	Dec. 19, 1917	Sept. 9, 1919	Apr. 6, 1920	.....	Oct. 22, 1920	Oct. 22, 1920	PEARY.....	176
177	Dec. 6, 1917	July 4, 1918	Dec. 5, 1918	.....	Mar. 31, 1920	Mar. 31, 1920	PERCIVAL.....	177
178	[1] Jan. 22, 1918	Sept. 15, 1920	Oct. 29, 1921	.....	.....	Aug. 7, 1922 [4] Jan. 17, 1923	PERRY.....	178
179	Nov. 30, 1916	Sept. 1, 1917	July 25, 1918	.....	Aug. 24, 1918	Aug. 24, 1918 [4] May 29, 1922	PHILIP.....	179
180	Dec. 19, 1917	Oct. 23, 1919	Aug. 3, 1920	.....	Dec. 15, 1920	Dec. 15, 1920	PILLSBURY.....	180
181	Dec. 19, 1917	Sept. 9, 1919	Mar. 23, 1920	.....	Oct. 27, 1920	Oct. 27, 1920	POPE.....	181
182	[2] July 27, 1918	Apr. 12, 1919	Mar. 8, 1920	None.....	Mar. 19, 1920	Mar. 19, 1920	PREBLE.....	182
183	Dec. 6, 1917	July 19, 1919	Aug. 7, 1920	None.....	Apr. 13, 1921	Apr. 13, 1921	PRESTON.....	183
184	[1] Jan. 25, 1918	Nov. 18, 1918	Aug. 9, 1919	None.....	.....	Aug. 23, 1920	PRESTON, WILLIAM B.	184
185	[2] July 27, 1918	June 25, 1919	Aug. 2, 1920	.....	Sept. 2, 1920	Sept. 2, 1920	PRUITT.....	185
186	Dec. 6, 1917	June 30, 1919	Sept. 30, 1919	None.....	Dec. 18, 1919	Dec. 18, 1919	PUTNAM.....	186
187	June 29, 1917	Oct. 2, 1917	Apr. 5, 1918	None.....	Sept. 28, 1918	Sept. 30, 1918 [4] June 9, 1922	RADFORD.....	187
188	June 29, 1917	Dec. 21, 1917	June 8, 1918	None.....	Feb. 14, 1919	Feb. 15, 1919 [4] June 30, 1922	RAMSAY.....	188
189	May 2, 1917	July 12, 1917	Dec. 27, 1917	.....	June 24, 1918	June 24, 1918 [4] Feb. 12, 1923	RATHBURNE....	189
190	Dec. 6, 1917	Sept. 9, 1919	Oct. 15, 1919	None.....	Nov. 5, 1919	Dec. 3, 1919	REID.....	190
191	Dec. 6, 1917	July 4, 1918	Jan. 22, 1919	.....	July 23, 1920	July 23, 1920	RENO.....	191
192	Aug. 15, 1917	May 8, 1918	Sept. 21, 1918	.....	July 31, 1919	July 31, 1919 [4] May 27, 1922	RENSHAW.....	192
193	Dec. 30, 1916	Oct. 20, 1917	Apr. 14, 1918	.....	Nov. 14, 1918	Nov. 14, 1918 [4] June 17, 1922	RINGGOLD.....	193

[1] Date assigned to yard.
[2] Date of informal order.
[3] Date of supplementary contract.
[4] Date placed out of commission.

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DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal, stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
194	ROBINSON.....DD88	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	194
195	RODGERS.....DD254	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	195
196	ROPER.....DD147	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10¼	196
197	ROWAN.....DD64	315 3	310 0	[2] 29 11	9 6	1,111	13.9	1,225	10 8½	197
198	SAMPSON.....DD63	315 3	310 0	[2] 29 11	9 6	1,111	13.9	1,225	10 8½	198
199	SANDS.....DD243	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	199
200	SATTERLEE.....DD190	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	200
201	SCHENCK.....DD159	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	9 9½	201
202	SCHLEY.....DD103	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	202
203	SELFRIDGE.....DD320	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	203
204	SEMMES.....DD189	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	204
205	SHARKEY.....DD281	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	205
206	SHAW.....DD68	315 3	310 0	[2] 29 11	9 5¾	1,110	13.9	1,224	10 8¼	206
207	SHIRK.....DD318	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	207
208	SHUBRICK.....DD268	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	208
209	SICARD.....DD346	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	209
210	SIGOURNEY.....DD81	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	210
211	SIMPSON.....DD221	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	211
212	SINCLAIR.....DD275	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	212
213	SLOAT.....DD316	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	213
214	SMITH, ROBERT....DD324	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	214
215	SOMERS.....DD301	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	215
216	SOUTHARD.....DD207	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	216
217	STANSBURY.....DD180	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	217
218	STEVENS.....DD86	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	218
219	STEWART.....DD224	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	219

[1] Length on designed water line.

[2] Extreme.

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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.*								
194	1,220	34.21	.....	.....	4	2	8	10	104	ROBINSON.....DD88	194
195	1,265	34.47	.....	.....	4	2	8	10	104	RODGERS.....DD254	195
196	[1] 1,161	35.14	.....	.....	4	2	8	10	104	ROPER.....DD147	196
197	1,135	[2] 29.57	.....	.....	4	2	8	9	89	ROWAN.....DD64	197
198	1,130	[2] 29.52	.....	.....	4	2	8	9	89	SAMPSON.....DD63	198
199	1,312	33.87	.....	.....	4	2	8	10	104	SANDS.....DD243	199
200	1,382	34.99	.....	.....	4	2	8	10	104	SATTERLEE.....DD190	200
201	1,167	35.10	.....	.....	4	2	8	10	104	SCHENCK.....DD159	201
202	1,184	34.14	.....	.....	4	2	8	10	104	SCHLEY.....DD103	202
203	1,290	32.56	.....	.....	4	2	8	10	104	SELFRIDGE.....DD320	203
204	1,305	35.42	.....	.....	4	2	8	10	104	SEMMES.....DD189	204
205	1,262	34.92	.....	.....	4	2	8	10	104	SHARKEY.....DD281	205
206	[1] 1,110	29.50	.....	.....	4	2	8	9	89	SHAW.....DD68	206
207	1,305	33.27	.....	.....	4	2	8	10	104	SHIRK.....DD318	207
208	1,265	34.67	.....	.....	4	2	8	10	104	SHUBRICK.....DD268	208
209	1,210	35.44	.....	.....	4	2	8	10	104	SICARD.....DD346	209
210	1,188	34.70	.....	.....	4	2	8	10	104	SIGOURNEY.....DD81	210
211	1,236	35.03	.....	.....	4	2	8	10	104	SIMPSON.....DD221	211
212	1,273	34.45	.....	.....	4	2	8	10	104	SINCLAIR.....DD275	212
213	1,287	32.68	.....	.....	4	2	8	10	104	SLOAT.....DD316	213
214	1,302	32.51	.....	.....	4	2	8	10	104	SMITH, ROBERT.....DD324	214
215	1,288	34.00	.....	.....	4	2	8	10	104	SOMERS.....DD301	215
216	1,232	34.99	.....	.....	4	2	8	10	104	SOUTHARD.....DD207	216
217	1,238	33.50	.....	.....	4	2	8	10	104	STANSBURY.....DD180	217
218	1,170	34.54	.....	.....	4	2	8	10	104	STEVENS.....DD86	218
219	1,235	35.09	.....	.....	4	2	8	10	104	STEWART.....DD224	219

[1] Estimated. [2] Three-hour trial.

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DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horsepower on trial.		
				Number and type.	Total heating surface.	Main engines.	Total maximum.	
					Sq. ft.			
194	ROBINSON	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	28,660	.....	194
195	RODGERS	2	Curtis geared turb	4 Yarrow	27,540	28,365	.....	195
196	ROPER	2	Parsons geared turb	4 White-Forster	27,500	24,910	.....	196
197	ROWAN	2	Curtis turb.[2 4]	4 Yarrow	21,500	17,974	.....	197
198	SAMPSON	2	Curtis turb.[2 4]	4 Yarrow	21,500	17,696	.....	198
199	SANDS	2	Westgh. geared turb	4 White-Forster	27,500	29,315	.....	199
200	SATTERLEE	2	Westgh. geared turb	4 White-Forster	27,500	27,325	.....	200
201	SCHENCK	2	Parsons geared turb	4 Thornycroft	27,048	24,874	.....	201
202	SCHLEY	2	Curtis geared turb	4 Yarrow	27,540	29,225	.....	202
203	SELFRIDGE	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	28,100	.....	203
204	SEMMES	2	Westgh. geared turb	4 White-Forster	27,500	27,360	.....	204
205	SHARKEY	2	Curtis geared turb	4 Yarrow	27,540	28,835	.....	205
206	SHAW	2	Parsons turb.[3]	4 Thornycroft	23,936	[1]17,000	.....	206
207	SHIRK	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	29,900	.....	207
208	SHUBRICK	2	Curtis geared turb	4 Yarrow	27,540	28,225	.....	208
209	SICARD	2	Parsons geared turb	4 Normand	27,000	24,775	.....	209
210	SIGOURNEY	2	Curtis geared turb	4 Yarrow	27,540	27,090	.....	210
211	SIMPSON	2	Parsons geared turb	4 White-Forster	27,500	25,700	.....	211
212	SINCLAIR	2	Curtis geared turb	4 Yarrow	27,540	27,730	.....	212
213	SLOAT	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	28,400	.....	213
214	SMITH, ROBERT	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	27,940	.....	214
215	SOMERS	2	G. E. Curtis geared turb.[2]	4 Yarrow	27,540	31,000	.....	215
216	SOUTHARD	2	Parsons geared turb	4 White-Forster	27,500	25,610	.....	216
217	STANSBURY	2	Curtis geared turb	4 Yarrow	27,540	28,050	.....	217
218	STEVENS	2	Curtis geared turb	4 Yarrow	27,540	26,760	.....	218
219	STEWART	2	Parsons geared turb	4 White-Forster	27,500	25,815	.....	219

[1] Estimated.
[2] Cruising turbine on each shaft.
[3] Geared cruising turbine on port shaft only.
[4] Clutch.

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DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
194	458	2	25	125	2-25-3600	General Electric	ROBINSON DD88	194
195	435	2	25	125	2-25-3600	do	RODGERS DD254	195
196	412	2	25	125	8-25-1200	Westinghouse	ROPER DD147	196
197	382	2	25	125	8-25-1200	do	ROWAN DD64	197
198	388	2	25	125	8-25-1200	do	SAMPSON DD63	198
199	449	2	25	125	8-25-1200	do	SANDS DD243	199
200	450	2	25	125	8-25-1200	do	SATTERLEE DD190	200
201	[1] 441	2	25	125	2-25-3600	General Electric	SCHENCK DD159	201
202	486	2	25	125	2-25-3600	do	SCHLEY DD103	202
203	486	2	25	125	2-25-3600	do	SELFRIDGE DD320	203
204	450	2	25	125	8-25-1200	Westinghouse	SEMMES DD189	204
205	435	2	25	125	2-25-3600	General Electric	SHARKEY DD281	205
206	[1] 367	2	25	125	8-25-1200	Westinghouse	SHAW DD68	206
207	486	2	25	125	2-25-3600	General Electric	SHIRK DD318	207
208	435	2	25	125	2-25-3600	do	SHUBRICK DD268	208
209	404	2	25	125	2-25-3600	do	SICARD DD346	209
210	435	2	25	125	2-25-3600	do	SIGOURNEY DD81	210
211	415	2	25	125	8-25-1200	Westinghouse	SIMPSON DD221	211
212	435	2	25	125	2-25-3600	General Electric	SINCLAIR DD275	212
213	486	2	25	125	2-25-3600	do	SLOAT DD316	213
214	486	2	25	125	2-25-3600	do	SMITH, ROBERT DD324	214
215	486	2	25	125	2-25-3600	do	SOMERS DD301	215
216	415	2	25	125	8-25-1200	Westinghouse	SOUTHARD DD207	216
217	484	2	25	125	2-25-3600	General Electric	STANSBURY DD180	217
218	435	2	25	125	2-25-3600	do	STEVENS DD86	218
219	415	2	25	125	8-25-1200	Westinghouse	STEWART DD224	219

[1] Estimated.

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DESTROYERS—FIRST LINE (DD).

	Name.	Armament. Guns.	Armament. Torpedo tubes (deck).	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
194	ROBINSON	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Union Iron Works	Cost+10%	Aug. 29, 1916	194
195	RODGERS	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	195
196	ROPER	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons	Cost+10%	Mar. 4, 1917	196
197	ROWAN	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Fore River S. B. Co.	795,000	June 30, 1914	197
198	SAMPSON	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	.....do.....	795,000	June 30, 1914	198
199	SANDS	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	199
200	SATTERLEE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	200
201	SCHENCK	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	201
202	SCHLEY	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Union Iron Works	Cost+10%	[1] Mar. 4, 1917	202
203	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	203
204	SEMMES	[3] 5 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	204
205	SHARKEY	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	205
206	SHAW	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	[2] 925,000	June 30, 1914	206
207	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	207
208	SHUBRICK	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	208
209	SICARD	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Bath Iron Works	Cost+fee.	[1] July 1, 1918	209
210	SIGOURNEY	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	210
211	SIMPSON	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons	Cost+fee.	Oct. 6, 1917	211
212	SINCLAIR	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	212
213	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	213
214	SMITH, ROBERT	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	214
215	SOMERS	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	215
216	SOUTHARD	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons	Cost+fee.	Oct. 6, 1917	216
217	STANSBURY	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Union Iron Works	Cost+10%	Mar. 4, 1917	217
218	STEVENS	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Fore River S.B.Co.	Cost+10%	Aug. 29, 1916	218
219	STEWART	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons	Cost+fee.	Oct. 6, 1917	219

[1] Together with act of Aug. 29, 1916
[2] Limit of cost.
[3] One twin mount and three single mounts.

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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.	
194	Dec. 30, 1916	Oct. 31, 1917	Mar. 28, 1918	.....	Oct. 19, 1918	Oct. 19, 1918 [5] Aug. 3, 1922	ROBINSON.....	194
195	Dec. 6, 1917	Sept. 25, 1918	Apr. 26, 1919	None.....	July 22, 1919	July 22, 1919 [5] July 20, 1922	RODGERS.....	195
196	Sept. 8, 1917	Mar. 19, 1918	Aug. 17, 1918	None.....	Feb. 15, 1919	Feb. 15, 1919 [5] Dec. 14, 1922	ROPER.....	196
197	Dec. 19, 1914	May 10, 1915	Mar. 23, 1916	Dec. 19, 1916	Aug. 19, 1916	Aug. 22, 1916 [5] Jun. 19, 1922	ROWAN.....	197
198	Dec. 19, 1914	Apr. 21, 1915	Mar. 4, 1916	Nov. 19, 1916	June 23, 1916	June 27, 1916 [5] Jun. 15, 1921	SAMPSON.....	198
199	Dec. 29, 1917 [4] May 8, 1919	Mar. 22, 1919	Oct. 28, 1919	None.....	Nov 10, 1920	Nov. 10, 1920	SANDS.....	199
200	Feb. 14, 1918	July 10, 1918	Dec. 21, 1918	None.....	Dec. 22, 1919	Dec. 23, 1919 [5] July 11, 1922	SATTERLEE.....	200
201	Sept. 28, 1917	Mar. 26, 1918	Apr. 23, 1919	None.....	Oct. 30, 1919	Oct. 30, 1919 [5] Jun. 9, 1922	SCHENCK.....	201
202	May 4, 1917	Oct. 29, 1917	Mar. 28, 1918	None.....	Sept. 20, 1918	Sept. 20, 1918 [5] Jun. 1, 1922	SCHLEY.....	202
203	Dec. 6, 1917	Apr. 28, 1919	July 25, 1919	None.....	Feb. 17, 1921	Feb. 17, 1921	SELFRIDGE.....	203
204	Feb. 14, 1918	July 10, 1918	Dec. 21, 1918	None.....	Feb. 21, 1920	Feb. 21, 1920 [5] July 17, 1922	SEMMES.....	204
205	Dec. 6, 1917	Apr. 14, 1919	Aug. 12, 1919	None.....	Oct. 20, 1919	Nov. 28, 1919	SHARKEY.....	205
206	[1] Dec. 30, 1914	Feb. 7, 1916	Dec. 9, 1916	[2] Jan. 1, 1917	.....	Apr. 9, 1917 [5] Jun. 21, 1922	SHAW.....	206
207	Dec. 6, 1917	Feb. 13, 1919	June 20, 1919	None.....	Jan. 25, 1921	Feb. 5, 1921	SHIRK.....	207
208	Dec. 6, 1917	June 3, 1918	Dec. 31, 1918	None.....	July 3, 1919	July 3, 1919 [5] Jun. 8, 1922	SHUBRICK.....	208
209	[3] July 27, 1918	June 18, 1919	Apr. 20, 1920	.....	May 1, 1920	June 9, 1920	SICARD.....	209
210	Dec. 26, 1916 [4] May 5, 1917	Aug. 25, 1917	Dec. 16, 1917	None.....	May 14, 1918	May 15, 1918 [5] Jun. 27, 1922	SIGOURNEY.....	210
211	Dec. 19, 1917	Oct. 9, 1919	Apr. 28, 1920	.....	Nov. 3, 1920	Nov. 3, 1920	SIMPSON.....	211
212	Dec. 6, 1917	Oct. 15, 1918	June 2, 1919	None.....	Aug. 26, 1919	Oct. 8, 1919 Sept. 27, 1923	SINCLAIR.....	212
213	Dec. 6, 1917	Jan. 18, 1919	May 14, 1919.	None.....	Dec. 30, 1920	Dec. 30, 1920	SLOAT.....	213
214	Dec. 6, 1917	May 13, 1919	Sept. 19, 1919	None.....	Mar. 17, 1921	Mar. 17, 1921	SMITH, ROBERT.	214
215	Dec. 6, 1917	July 4, 1918	Dec. 28, 1918	None.....	June 23, 1920	June 23, 1920	SOMERS.....	215
216	Dec. 19, 1917	Aug. 18, 1918	Mar. 31, 1919	None.....	Sept. 24, 1919	Sept. 24, 1919 [5] Feb. 7, 1923	SOUTHARD.....	216
217	Aug. 15, 1917	Dec. 9, 1918	May 16, 1919	None.....	Jan. 8, 1920	Jan. 8, 1920 [5] May 27, 1922	STANSBURY.....	217
218	Dec. 26, 1916 [4] May 5, 1917	Sept. 20, 1917	Jan. 13, 1918	None.....	May 24, 1918	May 24, 1918 [5] Jun. 19, 1922	STEVENS.....	218
219	Dec. 19, 1917	Sept. 9, 1919	Mar. 4, 1920	.....	Sept. 15, 1920	Sept. 15, 1920	STEWART.....	219

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

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DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
220	STOCKTON.....DD73	315 6	310 0	30 8	8 0½	1,125	14.7	1,238	9 5½	220
221	STODDERT.....DD302	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	221
222	STRINGHAM.....DD83	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	222
223	STURTEVANT.....DD240	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	223
224	SUMNER.....DD333	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	224
225	SWASEY.....DD273	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	225
226	TALBOT.....DD114	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10¼	226
227	TALBOTT, J. FRED..DD156	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10¼	227
228	TARBELL.....DD142	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10¼	228
229	TATTNALL.....DD125	314 4½	310 0	30 11½	9 4	1,211	15.4	1,306	9 9½	229
230	TAYLOR.....DD94	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 8⅛	230
231	THATCHER.....DD162	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	231
232	THOMAS.....DD182	314 4½	310 0	30 11½	9 3⅛	1,213	15.4	1,306	9 9¾	232
233	THOMPSON.....DD305	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	233
234	THOMPSON, SMITH..DD212	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	234
235	THORNTON.....DD270	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	235
236	TILLMAN.....DD135	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 8⅛	236
237	TINGEY.....DD272	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	237
238	TOUCEY.....DD282	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	238
239	TRACY.....DD214	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	239
240	TREVER.....DD339	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	240
241	TRUXTUN.....DD229	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	241
242	TUCKER.....DD57	315 3	310 0	[2] 29 11	9 4½	1,090	13.8	1,205	10 4½	242
243	TURNER.....DD259	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	243
244	TWIGGS.....DD127	314 4½	310 0	30 11½	9 4	1,211	15.4	1,306	9 9½	244

[1] Length on designed water line. [2] Extreme.

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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.*								
220	1,127	30.12	.....	.....	3	2	8	10	110	STOCKTON.....DD73	220
221	1,289	33.75	.....	.....	4	2	8	10	104	STODDERT.....DD302	221
222	1,187	34.82	.....	.....	4	2	8	10	104	STRINGHAM.....DD83	222
223	[1] 1,215	33.82	.....	.....	4	2	8	10	104	STURTEVANT.....DD240	223
224	1,287	34.00	.....	.....	4	2	8	10	104	SUMNER.....DD333	224
225	1,261	34.78	.....	.....	4	2	8	10	104	SWASEY.....DD273	225
226	1,160	35.29	.....	.....	4	2	8	10	104	TALBOT.....DD114	226
227	1,152	35.09	.....	.....	4	2	8	10	104	TALBOTT, J. FRED.....DD156	278
228	1,163	35.12	.....	.....	4	2	8	10	104	TARBELL.....DD142	222
229	1,169	35.11	.....	.....	4	2	8	10	104	TATTNALL.....DD125	229
230	[2] 1,154	[3] 35.00	.....	.....	4	2	8	10	104	TAYLOR.....DD94	230
231	1,196	34.94	.....	.....	4	2	8	10	104	THATCHER.....DD162	231
232	1,236	33.67	.....	.....	4	2	8	10	104	THOMAS.....DD182	232
233	1,286	33.20	.....	.....	4	2	8	10	104	THOMPSON.....DD305	233
234	1,233	35.03	.....	.....	4	2	8	10	104	THOMPSON, SMITH.....DD212	234
235	1,268	34.72	.....	.....	4	2	8	10	104	THORNTON.....DD270	235
236	[3] 1,154	[3] 35.00	.....	.....	4	2	8	10	104	TILLMAN.....DD135	236
237	1,272	34.53	.....	.....	4	2	8	10	104	TINGEY.....DD272	237
238	1,269	34.95	.....	.....	4	2	8	10	104	TOUCEY.....DD282	238
239	1,234	35.04	.....	.....	4	2	8	10	104	TRACY.....DD214	239
240	1,320	32.80	.....	.....	4	2	8	10	104	TREVER.....DD339	240
241	1,238	35.18	.....	.....	4	2	8	10	104	TRUXTUN.....DD229	241
242	1,103	[2] 29.56	.....	.....	4	2	8	9	89	TUCKER.....DD57	242
243	1,260	34.16	.....	.....	4	2	8	10	104	TURNER.....DD259	243
244	1,193	35.04	.....	.....	4	2	8	10	104	TWIGGS.....DD127	244

[1] Estimated. [2] Three-and-one-half-hour trial. [3] Estimated; full power trial not held.

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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.			
220	STOCKTON	3	Parsons turb.[3]	4 White-Forster.	22,520	20,060	.....	220
221	STODDERT	2	G. E. Curtis geared turb.[3]	4 Yarrow	27,540	30,400	.....	221
222	STRINGHAM	2	Curtis geared turb.	4 Yarrow	27,540	27,375	.....	222
223	STURTEVANT	2	Westgh. geared turb.	4 White-Forster.	27,500	29,170	.....	223
224	SUMNER	2	G. E. Curtis geared turb.[3]	4 Yarrow	27,540	31,680	.....	224
225	SWASEY	2	Curtis geared turb.	4 Yarrow	27,540	28,500	.....	225
226	TALBOT	2	Parsons geared turb.	4 White-Forster.	27,500	26,270	.....	226
227	TALBOTT, J. FRED.	2	Parsons geared turb.	4 White-Forster.	27,500	24,780	.....	227
228	TARBELL	2	Parsons geared turb.	4 White-Forster.	27,500	24,875	.....	228
229	TATTNALL	2	Parsons geared turb.	4 Thornycroft	27,048	25,425	.....	229
230	TAYLOR	2	Parsons geared turb.	4 Normand	27,000	[1] 24,200	.....	230
231	THATCHER	2	Curtis geared turb.	4 Yarrow	27,540	27,360	.....	231
232	THOMAS	2	Curtis turb.[4]	4 Thornycroft	28,000	25,710	.....	232
233	THOMPSON	2	G. E. Curtis geared turb.[3]	4 Yarrow	27,540	29,050	.....	233
234	THOMPSON, SMITH	2	Parsons geared turb.	4 White-Forster.	27,500	25,725	.....	234
235	THORNTON	2	Curtis geared turb.	4 Yarrow	27,540	28,350	.....	235
236	TILLMAN	2	Parsons geared turb.	4 Normand	27,000	[1] 26,000	.....	236
237	TINGEY	2	Curtis geared turb.	4 Yarrow	27,540	27,910	.....	237
238	TOUCEY	2	Curtis geared turb.	4 Yarrow	27,540	28,900	.....	238
239	TRACY	2	Parsons geared turb.	4 White-Forster.	27,500	25,735	.....	239
240	TREVER	2	Parsons geared turb.	4 Normand	27,000	[1] 26,000	.....	240
241	TRUXTUN	2	Parsons geared turb.	4 White-Forster.	27,500	26,025	.....	241
242	TUCKER	2	Curtis turb.[5] [6]	4 Yarrow	21,500	16,399	.....	242
243	TURNER	2	Curtis geared turb.	4 Yarrow	27,540	27,650	.....	243
244	TWIGGS	2	Parsons geared turb.	4 Thornycroft	27,048	25,260	.....	244

[1] Estimated.
[3] Geared cruising turbine on center shaft only.
[4] Cruising turbine on both shafts.
[4] Geared cruising turbine on starboard shaft only.
[5] Cruising turbine on each shaft.
[6] Clutch.

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DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
220	365	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	STOCKTON.....DD73	220
221	486	2	25	125	2-25-3600	General Electric	STODDERT.....DD302	221
222	435	2	25	125	2-25-3600	.....do	STRINGHAM.....DD83	222
223	449	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	STURTEVANT.....DD240	223
224	486	2	25	125	2-25-3600	General Electric	SUMNER.....DD333	224
225	435	2	25	125	2-25-3600	.....do	SWASEY.....DD273	225
226	408	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	TALBOT.....DD114	226
227	412	2	25	125	8-25-$\frac{1}{1800}$	.....do	TALBOTT, J. FRED.....DD156	227
228	412	2	25	125	8-25-$\frac{1}{1800}$	.....do	TARBELL.....DD142	228
229	[1] 441	2	25	125	2-25-3600	General Electric	TATTNALL.....DD125	229
230	404	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	TAYLOR.....DD94	230
231	435	2	25	125	2-25-3600	General Electric	THATCHER.....DD162	231
232	442	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	THOMAS.....DD182	232
233	486	2	25	125	2-25-3600	General Electric	THOMPSON.....DD305	233
234	415	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	THOMPSON, SMITH.....DD212	234
235	435	2	25	125	2-25-3600	General Electric	THORNTON.....DD270	235
236	404	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	TILLMAN.....DD135	236
237	435	2	25	125	2-25-3600	General Electric	TINGEY.....DD272	237
238	435	2	25	125	2-25-3600	.....do	TOUCEY.....DD282	238
239	415	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	TRACY.....DD214	239
240	[1] 453	2	25	125	8-25-$\frac{1}{1800}$	.....do	TREVER.....DD339	240
241	415	2	25	125	8-25-$\frac{1}{1800}$	.....do	TRUXTUN.....DD229	241
242	369	2	25	125	2-25-3600	General Electric	TUCKER.....DD57	242
243	435	2	25	125	2-25-3600	.....do	TURNER.....DD259	243
244	[1] 441	2	25	125	2-25-3600	.....do	TWIGGS.....DD127	244

[1] Estimated.

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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).				
220	STOCKTON.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	845,000	Mar. 3, 1915	220
221	STODDERT.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	221
222	STRINGHAM.....	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	STURTEVANT.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6, 1917	223
224	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	224
225	SWASEY.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	225
226	TALBOT.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	226
227	TALBOTT, J. FRED.	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	227
228	TARBELL.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	228
229	TATTNALL.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+10%	Mar. 4, 1917	229
230	TAYLOR.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Aug. 29, 1916	230
231	THATCHER.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Fore River S. B. Co..	Cost+10%	Mar. 4, 1917	231
232	THOMAS.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	232
233	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	233
234	THOMPSON, SMITH.	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	234
235	THORNTON.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	235
236	TILLMAN.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Charleston.	.....	Mar. 4, 1917	236
237	TINGEY.....	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	TOUCEY.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	238
239	TRACY.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	239
240	TREVER.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Oct. 6, 1917	240
241	TRUXTUN.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	241
242	TUCKER.....	4 4", 50 cal.....	4 21" twin..	Fore River S. B. Co..	861,000	Mar. 4, 1913	242
243	TURNER.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	243
244	TWIGGS.....	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+10%	Mar. 4, 1917	244

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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.	
220	Jan. 5,1916	Oct. 16,1916	July 17,1917	Sept. 5,1917	Nov. 26,1917	Nov. 26,1917 [4]June 26,1922	STOCKTON.....	220
221	Dec. 6,1917	July 4,1918	Jan. 8,1919	None.....	June 30,1920	June 30,1920	STODDERT.....	221
222	Dec. 26,1916 [3]May 5,1917	Sept. 19,1917	Mar. 30,1918	None.....	July 2,1918	July 2,1918 [4]June 2,1922	STRINGHAM.....	222
223	Dec. 29,1917 [3]May 8,1919	Nov. 23,1918	July 29,1920	None.....	Sept. 21,1920	Sept. 21,1920	STURTEVANT....	223
224	Dec. 6,1917	Aug. 27,1919	Nov. 24,1920	.....	May 27,1921	May 27,1921	SUMNER.....	224
225	Dec. 6,1917	Aug. 27,1918	May 7,1919	None.....	July 31,1919	Aug. 8,1919 [4]June 10,1922	SWASEY.....	225
226	May 2,1917	July 12,1917	Feb. 20,1918	None.....	July 20,1918	July 20,1918 [4]Mar. 31,1923	TALBOT.....	226
227	Sept. 8,1917	July 8,1918	Dec. 14,1918	None.....	June 30, 1919	June 30,1919 [4]Jan. 18,1923	TALBOTT, J. FRED.	227
228	Sept. 8,1917	Dec. 31,1917	May 28,1918	None.....	Nov. 27,1918	Nov. 27,1918 [4]June 8,1922	TARBELL.....	228
229	July 11,1917	Dec. 1,1917	Sept. 5,1918	None.....	June 26,1919	June 26,1919 [4]June 15,1922	TATNALL.....	229
230	[1]Nov. 22,1916	Oct. 15,1917	Feb. 14,1918	None.....	.....	June 1,1918 [4]June 21,1922	TAYLOR.....	230
231	Aug. 15,1917	June 8,1918	Aug. 31,1918	None.....	Jan. 14,1919	Jan. 14,1919 [4]June 7,1922	THATCHER.....	231
232	Sept. 28,1917	Mar. 23,1918	July 4,1918	None.....	Apr. 25,1919	Apr. 25,1919 [4]June 30,1922	THOMAS.....	232
233	Dec. 6,1917	Aug. 14,1918	Jan. 19,1919	None.....	Aug. 16,1920	Aug. 16,1920	THOMPSON.....	233
234	Dec. 19,1917	Mar. 24,1919	July 14,1919	None.....	Dec. 10,1919	Dec. 10,1919	THOMPSON, SMITH.	234
235	Dec. 6,1917	June 3,1918	Mar. 22,1919	None.....	July 15,1919	July 15,1919 [4]May 24,1922	THORNTON.....	235
236	[1]Aug. 7,1917	July 29,1918	July 7,1919	[2]June 30,1919	.....	Apr. 30,1921 [4]July 3,1922	TILLMAN.....	236
237	Dec. 6,1917	Aug. 8,1918	Apr. 24,1919	None.....	July 25,1919	July 25,1919 [4]May 24,1922	TINGEY.....	237
238	Dec. 6,1917	Apr. 26,1919	Sept. 5,1919	None.....	Oct. 31,1919	Dec. 9,1919	TOUCEY.....	238
239	Dec. 19,1917	Apr. 3,1919	Aug 12,1919	None.....	Mar. 9,1920	Mar. 9,1920	TRACY.....	239
240	[1]Jan. 22,1918	Aug. 12,1919	Sept. 15,1920	None.....	.....	Aug. 3,1922 [4]Jan. 17,1923	TREVER.....	240
241	Dec. 19,1917	Dec. 3, 1919	Sept. 28,1920	.....	Feb. 16,1921	Feb. 16,1921	TRUXTUN.....	241
242	Sept. 22,1913	Nov. 9,1914	May 4,1915	Sept. 22,1915	Apr. 11,1916	Apr. 11,1916 [4]May 16,1921	TUCKER.....	242
243	Dec. 6,1917	Dec. 19,1918	May 17,1919	None.....	Sept. 23,1919	Sept. 24,1919 [4]June 7,1922	TURNER.....	243
244	July 11,1917	Jan. 23,1918	Sept. 28,1918	None.....	July 28,1919	July 28,1919 [4]June 24,1922	TWIGGS.....	244

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

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DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
245	UPSHUR.....DD144	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	245
246	UPSHUR, ABEL P..DD193	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	246
247	WADSWORTH.....DD60	315 3	310 0	[2] 29 11	9 2½	1,060	13.8	1,174	10 0½	247
248	WAINWRIGHT.....DD62	315 3	310 0	[2] 29 11	9 8½	1,150	13.9	1,265	10 8½	248
249	WALKER.....DD163	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	249
250	WARD.....DD139	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 8⅞	250
251	WARD, AARON... DD132	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 8⅞	251
252	WASMUTH.....DD338	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	252
253	WATERS.....DD115	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10¼	253
254	WELLES.....DD257	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	254
255	WHIPPLE.....DD217	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	255
256	WICKES.....DD75	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 8⅞	256
257	WILKES.....DD67	315 3	310 0	[2] 29 11	9 5¾	1,110	13.9	1,224	10 8½	257
258	WILLIAMS.....DD108	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	258
259	WILLIAMSON.....DD244	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	259
260	WINSLOW.....DD53	305 3	300 0	30 4	9 5½	1,050	14.4	1,171	10 5½	260
261	WOOD.....DD317	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	261
262	WOOD, WELBORN C. DD195	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	262
263	WORDEN.....DD288	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	263
264	YARBOROUGH.....DD314	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	264
265	YARNALL.....DD143	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10¼	265
266	ZANE.....DD337	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	266
267	ZEILIN.....DD313	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¾	267
	Total displacement.....					318,010				

[1] Length on designed water line. [2] 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.

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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.*								
245	[2] 1,202	34.61	.....	.....	4	2	8	10	104	UPSHUR.....DD144	245
246	1,303	35.18	.....	.....	4	2	8	10	104	UPSHUR, ABEL P.....DD193	246
247	1,034	30.67	.....	.....	4	2	8	9	91	WADSWORTH.....DD60	247
248	1,111	29.67	.....	.....	4	2	8	9	89	WAINWRIGHT.....DD62	248
249	[1] 1,191	[3] 34.92	.....	.....	4	2	8	10	104	WALKER.....DD1	249
250	[1] 1,154	34.23	.....	.....	4	2	8	10	104	WARD.....DD139	250
251	1,160	35.49	.....	.....	4	2	8	10	104	WARD, AARON.....DD132	251
252	[5] 1,215	[5] 35.00	.....	.....	4	2	8	10	104	WASMUTH.....DD338	252
253	1,160	35.20	.....	.....	4	2	8	10	104	WATERS.....DD115	253
254	1,260	34.33	.....	.....	4	2	8	10	104	WELLES.....DD257	254
255	1,229	35.05	.....	.....	4	2	8	10	104	WHIPPLE.....DD217	255
256	1,149	35.34	.....	.....	4	2	8	10	104	WICKES.....DD75	256
257	1,121	[4] 29.58	.....	.....	4	2	8	9	89	WILKES.....DD67	257
258	1,201	34.02	.....	.....	4	2	8	10	104	WILLIAMS.....DD108	258
259	1,312	33.76	.....	.....	4	2	8	10	104	WILLIAMSON.....DD244	259
260	1,041	29.05	.....	.....	4	2	8	9	89	WINSLOW.....DD53	260
261	1,294	32.73	.....	.....	4	2	8	10	104	WOOD.....DD317	261
262	1,312	35.98	.....	.....	4	2	8	10	104	WOOD, WELBORN C.....DD195	262
263	1,266	34.47	.....	.....	4	2	8	10	104	WORDEN.....DD288	263
264	1,290	33.08	.....	.....	4	2	8	10	104	YARBOROUGH.....DD314	264
265	[1] 1,154	35.12	.....	.....	4	2	8	10	104	YARNALL.....DD143	265
266	1,300	34.27	.....	.....	4	2	8	10	104	ZANE.....DD337	266
267	1,288	32.95	.....	.....	4	2	8	10	104	ZEILIN.....DD313	267

[1] Estimated.
[2] At beginning of trial.
[3] Two-hour trial.
[4] Three-hour trial.
[5] Estimated; full power trial not held.

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DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft, horsepower on trial.		
				Number and type.	Total heating surface.	Main engines.	Total maximum.	
					Sq. ft.			
245	UPSHUR	2	Parsons geared turb.	4 White-Forster.	27,500	24,025	.....	245
246	UPSHUR, ADEL P.	2	Westgh. geared turb.	4 White-Forster.	27,500	26,900	.....	246
247	WADSWORTH	2	Parsons geared turb.	4 Normand.	21,500	16,091	.....	247
248	WAINWRIGHT	2	Parsons turb.[2]	4 Thornycroft	23,936	17,955	.....	248
249	WALKER	2	Curtis geared turb.	4 Yarrow.	27,540	27,310	.....	249
250	WARD	2	Parsons geared turb.	4 Normand.	27,000	26,450	.....	250
251	WARD, AARON	2	Parsons geared turb.	4 Normand.	27,000	24,875	.....	251
252	WASMUTH	2	Parsons geared turb.	4 Normand.	27,000	[1] 26,000	.....	252
253	WATERS	2	Parsons geared turb.	4 White-Forster.	27,500	26,160	.....	253
254	WELLES	2	Curtis geared turb.	4 Yarrow.	27,540	28,025	.....	254
255	WHIPPLE	2	Parsons geared turb.	4 White-Forster.	27,500	25,750	.....	255
256	WICKES	2	Parsons geared turb.	4 Normand.	27,000	24,610	.....	256
257	WILKES	2	Parsons turb.[3]	4 White-Forster.	22,520	17,700	.....	257
258	WILLIAMS	2	Curtis geared turb.	4 Yarrow.	27,540	28,900	.....	258
259	WILLIAMSON	2	Westgh. geared turb.	4 White-Forster.	27,500	29,000	.....	259
260	WINSLOW	2	Zoelly turb.[4]	4 White-Forster.	21,600	15,984	.....	260
261	WOOD	2	G. E. Curtis geared turb.[5]	4 Yarrow.	27,540	28,500	.....	261
262	WOOD, WELBORN C.	2	Westgh. geared turb.	4 White-Forster.	27,500	28,460	.....	262
263	WORDEN	2	Curtis geared turb.	4 Yarrow.	27,540	27,750	.....	263
264	YARBOROUGH	2	G. E. Curtis geared turb.[5]	4 Yarrow.	27,540	29,450	.....	264
265	YARNALL	2	Parsons geared turb.	4 White-Forster.	27,500	24,875	.....	265
266	ZANE	2	Parsons geared turb.	4 Normand.	27,000	[1] 26,000	.....	266
267	ZEILIN	2	G. E. Curtis geared turb.[5]	4 Yarrow.	27,540	28,450	.....	267
	Total shaft horsepower					7,084,345		

[1] Estimated.
[2] Geared cruising turbine on port shaft only.
[3] Geared cruising turbine on starboard shaft only.
[4] Cruising engine on each shaft. $\frac{13\times25}{12}$.
[5] Cruising turbine on each shaft.

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DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
245	412	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	UPSHUR DD144	245
246	450	2	25	125	8-25-$\frac{1}{1800}$	.....do	UPSHUR, ABEL P DD193	246
247	323	2	25	125	2-25-3600	General Electric	WADSWORTH DD60	247
248	367	2	25	125	2-25-3600	.....do	WAINWRIGHT DD62	248
249	435	2	25	125	2-25-3600	.....do	WALKER DD163	249
250	404	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	WARD DD139	250
251	404	2	25	125	2-25-3600	General Electric	WARD, AARON DD132	251
252	[1] 453	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	WASMUTH DD338	252
253	408	2	25	125	8-25-$\frac{1}{1800}$	.....do	WATERS DD115	253
254	435	2	25	125	2-25-3600	General Electric	WELLES DD257	254
255	415	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	WHIPPLE DD217	255
256	404	2	25	125	2-25-3600	General Electric	WICKES DD75	256
257	367	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	WILKES DD67	257
258	486	2	25	125	2-25-3600	General Electric	WILLIAMS DD108	258
259	449	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	WILLIAMSON DD244	259
260	351	2	25	125	8-25-3200	Terry-Diehl	WINSLOW DD53	260
261	486	2	25	125	2-25-3600	General Electric	WOOD DD317	261
262	450	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	WOOD, WELBORN C ... DD195	262
263	435	2	25	125	2-25-3600	General Electric	WORDEN DD288	263
264	486	2	25	125	2-25-3600	.....do	YARBOROUGH DD314	264
265	412	2	25	125	8-25-$\frac{1}{1800}$	Westinghouse	YARNALL DD143	265
266	[1] 404	2	25	125	8-25-$\frac{1}{1800}$	.....do	ZANE DD337	266
267	486	2	25	125	2-25-3600	General Electric	ZEILIN DD313	267

[1] Estimated.

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DESTROYERS—FIRST LINE (DD).

	Name.	Armament.		By whom and where built or buliding.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
245	UPSHUR	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4,1917	245
246	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	246
247	WADSWORTH	4 4", 50 cal.	4 21" twin.	Bath Iron Works.	884,000	Mar. 4,1913	247
248	WAINWRIGHT	4 4", 50 cal.	4 21" twin.	New York S. B. Co.	825,000	Mar. 4,1913	248
249	WALKER	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Fore River S. B. Co.	Cost+10%	Mar. 4,1917	249
250	WARD	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.		Mar. 4,1917	250
251	WARD, AARON	4 4" 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Bath Iron Works.	Cost+fee.	Mar. 4,1917	251
252	WASMUTH	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.		Oct. 6,1917	252
253	WATERS	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4,1917	253
254	WELLES	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6,1917	254
255	WHIPPLE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6,1917	255
256	WICKES	4 4", 50 cal. 1 3",23 cal.A.A.	4 21" triple.	Bath Iron Works.	Cost+10%	Aug. 29,1916	256
257	WILKES	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	812,309	June 30,1914	257
258	WILLIAMS	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Union Iron Works.	Cost+10%	[1] Mar. 4,1917	258
259	WILLIAMSON	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	New York S. B. Co.	Cost+fee.	Oct. 6,1917	259
260	WINSLOW	4 4", 50 cal.	4 21" twin.	Wm. Cramp & Sons.	842,000	Aug. 22,1912	260
261	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	261
262	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	262
263	WORDEN	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6,1917	263
264	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	264
265	YARNALL	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4,1917	265
266	ZANE	4 4", 50 cal.; 1 3",23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.		Oct. 6,1917	266
267	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	267

[1] Together with act of Aug. 29, 1916.

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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.	
245	Sept. 8, 1917	Feb. 19, 1918	July 4, 1918	None.....	Dec. 23, 1918	Dec. 23, 1918 [4] May 15, 1922	UPSHUR.....	245
246	Feb. 14, 1918	Aug. 20, 1918	Feb. 14, 1920	.....	May 21, 1920	Nov. 23, 1920 [4] Aug. 7, 1922	UPSHUR, ABEL P.	246
247	Oct. 15, 1913	Feb. 23, 1914	Apr. 29, 1915	Oct. 15, 1915	July 23, 1915	July 23, 1915 [4] June 3, 1922	WADSWORTH....	247
248	Oct. 15, 1913	Sept. 1, 1914	June 12, 1915	Oct. 15, 1915	May 12, 1916	May 12, 1916 [4] May 19, 1922	WAINWRIGHT...	248
249	Aug. 15, 1917	June 19, 1918	Sept. 14, 1918	None.....	Jan. 31, 1919	Jan. 31, 1919 [4] June 7, 1922	WALKER.....	249
250	[1] July 20, 1917	May 15, 1918	June 1, 1918	[2] Sept. 30, 1918	.....	July 24, 1918 [4] June 5, 1922	WARD.....	250
251	Aug. 31, 1917	Aug. 1, 1918	Apr. 10, 1919	Mar. 31, 1919	Apr. 21, 1919	Apr. 21, 1919 [4] June 17, 1922	WARD, AARON..	251
252	[1] Jan. 22, 1918	Aug. 12, 1919	Sept. 15, 1920	None.....	.....	Dec. 16, 1921 [4] July 26, 1922	WASMUTH.....	252
253	May 2, 1917	July 26, 1917	Mar. 9, 1918	None.....	Aug. 8, 1918	Aug. 8, 1918 [4] Dec. 29, 1922	WATERS.....	253
254	Dec. 6, 1917	Nov. 13, 1918	May 8, 1919	None.....	Sept. 2, 1919	Sept. 2, 1919 [4] June 15, 1922	WELLES.....	254
255	Dec. 19, 1917	June 12, 1919	Nov. 6, 1919	None.....	Apr. 23, 1920	Apr. 23, 1920	WHIPPLE.....	255
256	Nov. 30, 1916	June 26, 1917	June 25, 1918	None.....	July 31, 1918	July 31, 1918 [4] May 15, 1922	WICKES.....	256
257	Jan. 28, 1915	Mar. 11, 1915	May 18, 1916	Nov. 28, 1916	Nov. 10, 1916	Nov. 10, 1916 [4] June 26, 1922	WILKES.....	257
258	May 4, 1917	Mar. 25, 1918	July 4, 1918	None..... ..	Mar. 1, 1919	Mar. 1, 1919 [4] June 7, 1922	WILLIAMS.....	258
259	Dec. 29, 1917 [3] May 8, 1919	Mar. 27, 1919	Oct. 16, 1919	None.....	Oct. 29, 1920	Oct. 29, 1920	WILLIAMSON....	259
260	Dec. 7, 1912	Oct. 1, 1913	Feb. 11, 1915	Dec. 7, 1914	Aug. 7, 1915	Aug. 7, 1915 [4] June 5, 1922	WINSLOW.....	260
261	Dec. 6, 1917	Jan. 23, 1919	May 28, 1919	None.....	Jan. 18, 1921	Jan. 28, 1921	Wood.....	261
262	Feb. 14, 1918	Sept. 24, 1918	Mar. 6, 1920	None.....	June 25, 1920	Jan. 14, 1921 [4] Aug. 8, 1922	WOOD, WELBORN C.	262
263	Dec. 6, 1917	June 30, 1919	Oct. 24, 1919	None.....	Dec. 23, 1919	Feb. 24, 1920	WORDEN	263
264	Dec. 6, 1917	Feb. 27, 1919	June 20, 1919	None.....	Dec. 31, 1920	Dec. 31, 1920	YARBOROUGH...	264
265	Sept. 8, 1917	Feb. 12, 1918	June 19, 1918	None.....	Nov. 29, 1918	Nov. 29, 1918 [4] May 29, 1922	YARNALL.....	265
266	[1] Jan. 22, 1918	Jan. 15, 1919	Aug. 12, 1919	.....	.....	Feb. 15, 1921 [4] Feb. 1, 1923	ZANE	266
267	Dec. 6, 1917	Feb. 20, 1919	May 28, 1919	None.....	Dec. 9, 1920	Dec. 10, 1920	ZEILIN.....	267

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

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DESTROYERS—SECOND LINE (ODD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	DRAYTON.....DD23	293 10	289 0	26 1½	8 4	742	12.0	887	9 6	1
2	HENLEY[2].....DD39	293 10	289 0	26 1½	8 4	742	12.0	891	9 5	2
3	JARVIS.....DD38	293 10	289 0	26 1½	8 4	742	12.0	883	9 5	3
4	JENKINS.....DD42	293 10	289 0	26 1½	8 4	742	12.0	883	9 5	4
5	MAYRANT.....DD31	293 10	289 0	26 1½	8 4	742	12.0	887	9 5	5
6	PERKINS.....DD26	293 10	289 0	26 1½	8 4	742	12.0	893	10 1	6
7	STERETT.....DD27	293 10	289 0	26 1½	8 4	742	12.0	893	10 1	7
8	WALKE.....DD34	293 10	289 0	26 1½	8 4	742	12.0	889	9 5	8
9	WARRINGTON.....DD30	293 10	289 0	26 1½	8 4	742	12.0	887	9 5	9
	Total normal displacement.....					6,678				

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horsepower on trial.		
				Number and type.	Total heating surface.	Main engines.	Total maximum.	
					Sq. ft.			
1	DRAYTON.....	3	Parsons turb.[3].....	4 Normand.....	19,321	15,524	.....	1
2	HENLEY.....	2	Westgh. geared turb.[4 5]..	4 Yarrow.....	18,000	13,472	.....	2
3	JARVIS.....	3	Parsons turb.[3].....	4 Thornycroft...	19,200	10,584	.....	3
4	JENKINS.....	3	Parsons turb.[3].....	4 Normand.....	18,021	12,440	.....	4
5	MAYRANT.....	2	Westgh. geared turb.[4 5]..	4 White-Forster.	18,000	13,140	.....	5
6	PERKINS.....	2	Curtis turb.....	4 Yarrow.....	18,000	11,668	.....	6
7	STERETT.....	2	Curtis turb.....	4 Yarrow.....	18,000	12,789	.....	7
8	WALKE.....	2	Curtis turb.....	4 Yarrow.....	18,000	12,573	.....	8
9	WARRINGTON.....	2	Zoelly turb.....	4 White-Forster.	18,000	12,846	13,333	9
	Total shaft horsepower						115,523	

[1] Length on designed water line.
[2] To be transferred to U. S. Coast Guard.
[3] Cruising turbine on both outboard shafts.
[4] Cruising turbine on both shafts.
[5] Jaw clutch.

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DESTROYERS—SECOND LINE (ODD).

	Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.	
	Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Other enlisted men.		
			40 cubic feet per ton.	Gallons.							
	Tons.	*Knots.*	*Tons.*								
1	721	30.83	227	67,972	4	2	6	9	71	DRAYTON.....DD23	1
2	767	30.32	230	68,901	4	2	6	9	71	HENLEY.....DD39	2
3	777	30.01	223	66,707	4	2	6	9	71	JARVIS.....DD38	3
4	719	31.27	222	66,471	4	2	6	9	71	JENKINS.....DD42	4
5	734	30.22	236	70,747	3	2	6	9	71	MAYRANT.....DD31	5
6	765	29.76	230	68,734	3	2	6	9	71	PERKINS.....DD26	6
7	754	30.37	230	68,837	3	2	6	9	71	STERETT.....DD27	7
8	772	29.78	238	71,316	3	2	6	9	71	WALKE.....DD34	8
9	729	30.12	236	70,704	3	2	6	9	71	WARRINGTON.....DD30	9

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
1	263	2	10	125	2-10-3600	General Electric.....	DRAYTON.....DD23	1
2	305	2	10	125	2-10-3600	Terry-G. E. Co.....	HENLEY.....DD39	2
3	296	2	10	125	113-10-4000	General Electric.....	JARVIS.....DD38	3
4	263	2	10	125	113-10-4000	.....do.....	JENKINS.....DD42	4
5	284	1 1	10 10	125 125	113-10-4000 2-10-3600	.....do..... Terry-G. E. Co.....	MAYRANT.....DD31	5
6	301	2	10	125	113-10-4000	General Electric.....	PERKINS.....DD26	6
7	300	2	10	125	113-10-4000	.....do.....	STERETT.....DD27	7
8	303	2	10	125	113-10-4000	.....do.....	WALKE.....DD34	8
9	283	2	10	125	113-10-4000	.....do.....	WARRINGTON.....DD30	9

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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	DRAYTON	[1]5 3", 50 cal.	3 18" twin.	Bath Iron Works.	644,000	May 13, 1908	1
2	HENLEY	[1]5 3", 50 cal.	3 18" twin.	Fore River S. B. Co.	648,700	June 24, 1910	2
3	JARVIS	[1]5 3", 50 cal.	3 18" twin.	New York S. B. Co.	640,000	June 24, 1910	3
4	JENKINS	[1]4 3", 50 cal.	3 18" twin.	Bath Iron Works.	654,500	June 24, 1910	4
5	MAYRANT	[1]5 3", 50 cal.	3 18" twin.	Wm. Cramp & Sons.	664,000	May 13, 1908	5
6	PERKINS	[1]5 3", 50 cal.	3 18" twin.	Fore River S. B. Co.	610,000	May 13, 1908	6
7	STERETT	[1]4 3", 50 cal.	3 18" twin.	Fore River S. B. Co.	610,000	May 13, 1908	7
8	WALKE	[1]4 3", 50 cal.	3 18" twin.	Fore River S. B. Co.	644,000	Mar. 3, 1909	8
9	WARRINGTON	[1]4 3", 50 cal.	3 18" twin.	Wm. Cramp & Sons.	664,000	May 13, 1908	9

[1] Authorized battery; guns not on board.

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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	Sept. 29, 1908	Aug. 19, 1909	Aug. 22, 1910	Sept. 29, 1910	Oct. 29, 1910	Oct. 29, 1910 [1] Nov. 17, 1919	DRAYTON.....	1
2	Nov. 28, 1910	July 17, 1911	Apr. 3, 1912	Nov. 28, 1912	Dec. 5, 1912	Dec. 6, 1912 [1] Dec. 12, 1919	HENLEY.....	2
3	Dec. 3, 1910	July 1, 1911	Apr. 3, 1912	Dec. 3, 1912	Oct. 21, 1912	Oct. 22, 1912 [1] Nov. 26, 1919	JARVIS.....	3
4	Nov. 30, 1910	Mar. 24, 1911	Apr. 29, 1912	Nov. 30, 1912	June 14, 1912	June 15, 1912 [1] Oct. 31, 1919	JENKINS.....	4
5	Oct. 1, 1908	Apr. 22, 1909	Apr. 23, 1910	Oct. 1, 1910	July 10, 1911	July 12, 1911 [1] Dec. 12, 1919	MAYRANT.....	5
6	Oct. 1, 1908	Mar. 22, 1909	Apr. 9, 1910	Sept. 1, 1910	Nov. 15, 1910	Nov. 18, 1910 [1] Dec. 5, 1919	PERKINS.....	6
7	Oct. 1, 1908	Mar. 22, 1909	May 12, 1910	Oct. 1, 1910	Dec. 12, 1910	Dec. 15, 1910 [1] Dec. 9, 1919	STERETT.....	7
8	June 29, 1909	Mar. 5, 1910	Nov. 3, 1910	June 29, 1911	July 18, 1911	July 22, 1911 [1] Dec. 12, 1919	WALKE.....	8
9	Oct. 1, 1908	June 21, 1909	June 18, 1910	Oct. 1, 1910	Mar. 17, 1911	Mar. 20, 1911 [1] Jan. 31, 1920	WARRINGTON...	9

[1] Date placed out of commission.

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LIGHT MINELAYERS (DM).

	Name and official number.	Dimensions.			Ship fully equipped, ready for sea, normal stores, ammunition, and fuel			Full load.		
		Length over all.	Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	ANTHONY.....DM12 *Ex-DD172*	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	1
2	BURNS.....DM11 *Ex-DD171*	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	2
3	HART.....DM8 *Ex-DD110*	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	3
4	INGRAHAM.....DM9 *Ex-DD111*	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	4
5	ISRAEL.....DM3 *Ex-DD98*	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	5
6	LANSDALE.....DM6 *Ex-DD101*	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	6
7	LUCE.....DM4 *Ex-DD99*	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	7
8	LUDLOW.....DM10 *Ex-DD112*	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	8
9	MAHAN.....DM7 *Ex-DD102*	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	9
10	MAURY.....DM5 *Ex-DD100*	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	10
11	MURRAY.....DM2 *Ex-DD97*	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	11
12	RIZAL.....DM14 *Ex-DD174*	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	12
13	SPROSTON.....DM13 *Ex-DD173*	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	13
14	STRIBLING.....DM1 *Ex-DD96*	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9⅞	14
	Total normal displacement					16,674				

[1] Length on designed water line.

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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	[1] 1,189	34.34	.....	.....	4	2	8	10	89	ISRAEL.....DM3	5
6	[1] 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	LUDLOW.....DM10	8
9	[2] 1,224	35.05	.....	.....	4	2	8	10	89	MAHAN.....DM7	9
10	[1] 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	[1] 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	[1] 1,200	34.41	.....	.....	4	2	8	10	89	STRIBLING.....DM1	14

[1] Estimated. [2] At start of trial.

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LIGHT MINELAYERS (DM).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horsepower on trial.		
				Number and type.	Total heating surface.	Main engines.	Total maximum.	
					Sq. ft.			
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		

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LIGHT MINELAYERS (DM).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts	Type.	Builders		
	Tons.							
1	484	2	25	125	2-25-3600	General Electric	ANTHONY.....DM12	1
2	484	2	25	125	2-25-3600	.....do.....	BURNS.....DM11	2
3	486	2	25	125	2-25-3600	.....do.....	HART.....DM8	3
4	486	2	25	125	2-25-3600	.....do.....	INGRAHAM.....DM9	4
5	435	2	25	125	2-25-3600	.....do.....	ISRAEL.....DM3	5
6	435	2	25	125	2-25-3600	.....do.....	LANSDALE.....DM6	6
7	435	2	25	125	2-25-3600	.....do.....	LUCE.....DM4	7
8	486	2	25	125	2-25-3600	.....do.....	LUDLOW.....DM10	8
9	435	2	25	125	2-25-3600	.....do.....	MAHAN.....DM7	9
10	435	2	25	125	2-25-3600	.....do.....	MAURY.....DM5	10
11	435	2	25	125	2-25-3600	.....do.....	MURRAY.....DM2	11
12	484	2	25	125	2-25-3600	.....do.....	HIZA.....DM14	12
13	484	2	25	125	2-25-3600	.....do.....	SPROSTON.....DM13	13
14	435	2	25	125	2-25-3600	.....do.....	STRIBLING.....DM1	14

[1] Estimated.

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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	3 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%	[1] Mar. 4,1917	3
4	INGRAHAM	4 4", 50 cal.; 1 3",23 cal.A.A.	do	Cost+10%	Mar. 4,1917	4
5	ISRAEL	4 4", 50 cal.; 1 3",23 cal.A.A.	Fore River S.B.Co.	Cost+10%	[1] Mar. 4,1917	5
6	LANSDALE	4 4", 50 cal.; 1 3",23 cal.A.A.	do	Cost+10%	[1] Mar. 4,1917	6
7	LUCE	4 4", 50 cal.; 1 3",23 cal.A.A.	do	Cost+10%	[1] Mar. 4,1917	7
8	LUDLOW	4 4", 50 cal.; 1 3",23 cal.A.A.	Union Iron Works	Cost+10%	Mar. 4,1917	8
9	MAHAN	4 4", 50 cal.; 1 3",23 cal.A.A.	Fore River S.B.Co.	Cost+10%	Mar. 4,1917	9
10	MAURY	4 4", 50 cal.; 1 3",23 cal.A.A.	do	Cost+10%	[1] Mar. 4,1917	10
11	MURRAY	4 4", 50 cal.; 1 3",23 cal.A.A.	do	Cost+10%	[1] Mar. 4,1917	11
12	RIZAL	4 4", 50 cal.; 1 3",23 cal.A.A.	Union Iron Works	Cost+10%	Mar. 4,1917	12
13	SPROSTON	3 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%	[1] Mar. 4,1917	14

[1] Together with act of Aug. 29, 1916.

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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 [1]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 [1]July 4, 1922	INGRAHAM.....	4
5	Apr. 27, 1917	Jan. 26, 1918	June 22, 1918	.....	Sept. 13, 1918	Sept. 13, 1918 [1]July 7, 1922	ISRAEL.....	5
6	Apr. 27, 1917	Apr. 20, 1918	July 21, 1918	.....	Oct. 26, 1918	Oct. 26, 1918 [1]June 30, 1922	LANSDALE.....	6
7	Apr. 27, 1917	Feb. 9, 1918	June 29, 1918	.....	Sept. 11, 1918	Sept. 11, 1918 [1]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 [1]July 1, 1922	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 [1]Aug. 15, 1922	SPROSTON.....	13
14	Apr. 27, 1917	Dec. 14, 1917	May 29, 1918	.....	Aug. 16, 1918	Aug. 16, 1918 [1]June 26, 1922	STRIBLING.....	14

[1] Date placed out of commission.

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SUBMARINES—FIRST LINE (SS).

	Name and official number.	Length over all.	Breadth extreme.	Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Maximum speed.[1]		
				Mean draft.	Displacement.[1]				
					Surface.	Submerged.	Surface.	Submerged.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Knots.*	*Knots.*	
1	S-1.....SS105	219 3	20 8	15 10⅞	854	1,062	.....	.....	1
2	S-2.....SS106	207 0	19 7½	16 2	800	977	.....	.....	2
3	S-3.....SS107	231 0	21 10½	13 1	876	1,092	.....	.....	3
4	S-4.....SS109	231 0	21 10½	13 1	876	1,092	.....	.....	4
5	S-6..... SS111	231 0	21 10½	13 1	876	1,092	.....	.....	5
6	S-7.....SS112	231 0	21 10½	13 1	876	1,092	.....	.....	6
7	S-8.....SS113	231 0	21 10½	13 1	876	1,092	.....	.....	7
8	S-9.....SS114	231 0	21 10½	13 1	876	1,092	.....	.....	8
9	S-10.....SS115	231 0	21 10½	13 1	876	1,092	.....	.....	9
10	S-11.....SS116	231 0	21 10½	13 1	876	1,092	.....	.....	10
11	S-12.....SS117	231 0	21 10½	13 1	876	1,092	.....	.....	11
12	S-13.....SS118	231 0	21 10½	13 1	876	1,092	.....	.....	12
13	S-14.....SS119	231 0	21 10½	13 1	876	1,092	.....	.....	13
14	S-15.....SS120	231 0	21 10½	13 1	876	1,092	.....	.....	14
15	S-16.....SS121	231 0	21 10½	13 1	876	1,092	.....	.....	15
16	S-17.....SS122	231 0	21 10½	13 1	876	1,092	.....	.....	16
17	S-18.....SS123	219 3	20 8	15 10⅞	854	1,062	.....	.....	17
18	S-19.....SS124	219 3	20 8	15 10⅞	854	1,062	.....	.....	18
19	S-20.....SS125	219 3	20 8	15 10⅞	854	1,062	.....	.....	19
20	S-21.....SS126	219 3	20 8	15 10⅞	854	1,062	.....	.....	20
21	S-22.....SS127	219 3	20 8	15 10⅞	854	1,062	.....	.....	21
22	S-23.....SS128	219 3	20 8	15 10⅞	854	1,062	.....	.....	22
23	S-24.....SS129	219 3	20 8	15 10⅞	854	1,062	.....	.....	23
24	S-25.....SS130	219 3	20 8	15 10⅞	854	1,062	.....	.....	24
25	S-26.....SS131	219 3	20 8	15 10⅞	854	1,062	.....	.....	25
26	S-27.....SS132	219 3	20 8	15 10⅞	854	1,062	.....	.....	26
27	S-28.....SS133	219 3	20 8	15 10⅞	854	1,062	.....	.....	27
28	S-29.....SS134	219 3	20 8	15 10⅞	854	1,062	.....	.....	28
29	S-30.....SS135	219 3	20 8	15 10⅞	854	1,062	.....	.....	29

[1] Estimated.

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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.		
	Galls.	*Galls.*								
1	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-1.....SS105	1
2	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-2.....SS106	2
3	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-3.....SS107	3
4	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-4.....SS109	4
5	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-6.....SS111	5
6	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-7.....SS112	6
7	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-8.....SS113	7
8	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-9.....SS114	8
9	.....	.....	1 4", 50 cal..	5	14	4	5	33	S-10.....SS115	9
10	.....	.....	1 4", 50 cal..	5	14	4	5	33	S-11.....SS116	10
11	.....	.....	1 4", 50 cal..	5	14	4	5	33	S-12.....SS117	11
12	.....	.....	1 4", 50 cal..	5	14	4	5	33	S-13.....SS118	12
13	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-14.....SS119	13
14	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-15.....SS120	14
15	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-16.....SS121	15
16	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-17.....SS122	16
17	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-18.....SS123	17
18	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-19.....SS124	18
19	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-20.....SS125	19
20	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-21.....SS126	20
21	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-22.....SS127	21
22	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-23.....SS128	22
23	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-24.....SS129	23
24	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-25.....SS130	24
25	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-26.....SS131	25
26	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-27.....SS132	26
27	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-28.....SS133	27
28	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-29.....SS134	28
29	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-30.....SS135	29

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SUBMARINES—FIRST LINE (SS).

	Name and official number.	Number of propellers.	Main engines.					
			Total B. H. P.	R. P. M.	Cycle.	Cylinders.	Make.	
1	S-1....SS105	2	1,200	380	4	8	Nelseco	1
2	S-2....SS106	2	1,800	350	2	6	Busch-Sulzer	2
3	S-3....SS107	2	1,400	350	4	8	Nelseco (N. Y.)	3
4	S-4....SS109	2	1,400	350	4	8	.....do	4
5	S-6....SS111	2	1,400	350	4	8	.....do	5
6	S-7....SS112	2	1,400	350	4	8	.....do	6
7	S-8....SS113	2	1,400	350	4	8	.....do	7
8	S-9....SS114	2	1,400	350	4	8	.....do	8
9	S-10...SS115	2	2,000	400	4	6	M. A. N. (N. Y.)	9
10	S-11...SS116	2	2,000	400	4	6	.....do	10
11	S-12...SS117	2	2,000	400	4	6	.....do	11
12	S-13...SS118	2	2,000	400	4	6	.....do	12
13	S-14...SS119	2	1,000	410	4	6	Busch-Sulzer	13
14	S-15...SS120	2	1,000	410	4	6	.....do	14
15	S-16...SS121	2	1,000	410	4	6	.....do	15
16	S-17...SS122	2	1,000	410	4	6	.....do	16
17	S-18...SS123	2	1,200	380	4	8	Nelseco	17
18	S-19...SS124	2	1,200	380	4	8	.....do	18
19	S-20...SS125	2	1,200	380	4	8	.....do	19
20	S-21...SS126	2	1,200	380	4	8	.....do	20
21	S-22...SS127	2	1,200	380	4	8	.....do	21
22	S-23...SS128	2	1,200	380	4	8	.....do	22
23	S-24...SS129	2	1,200	380	4	8	.....do	23
24	S-25...SS130	2	1,200	380	4	8	.....do	24
25	S-26...SS131	2	1,200	380	4	8	.....do	25
26	S-27...SS132	2	1,200	380	4	8	.....do	26
27	S-28...SS133	2	1,200	380	4	8	.....do	27
28	S-29...SS134	2	1,200	380	4	8	.....do	28
29	S-30...SS135	2	1,200	380	4	8	.....do	29

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SUBMARINES—FIRST LINE (SS).

	Motors.				Storage battery.		Name.	
	Make.	H. P. per shaft.	Control.		Make.	Type.		
			Make.	Type.				
1	Elec. Dy. Co..	750	Cut-.Ham. Co.	Magnetic.....	Electric Str. Bat. Co.	49-UL-IC.	S-1....	1
2	Diehl.....	600	.....do.....	.....do.....	.....do.....	37-UL-IC.	S-2....	2
3	Westgh.....	600	Westgh.....	Pneumatic....	.....do.....	43-UL-IC.	S-3....	3
4	.....do.....	600	.....do.....	.....do.....	.....do.....	...do.....	S-4....	4
5	.....do.....	600	.....do.....	.....do.....	.....do.....	...do.....	S-6....	5
6	.....do.....	600	.....do.....	.....do.....	.....do.....	...do.....	S-7....	6
7	.....do.....	600	.....do.....	.....do.....	.....do.....	...do.....	S-8....	7
8	.....do.....	600	G. E. Co.....	.....do.....	.....do.....	...do.....	S-9....	8
9	.....do.....	600	.....do.....	.....do.....	.....do.....	...do.....	S-10...	9
10	.....do.....	600	.....do.....	.....do.....	.....do.....	...do.....	S-11...	10
11	.....do.....	600	.....do.....	.....do.....	.....do.....	...do.....	S-12...	11
12	.....do.....	600	.....do.....	.....do.....	.....do.....	...do.....	S-13...	12
13	.....do.....	600	Westgh.....	.....do.....	.....do.....	...do.....	S-14...	13
14	.....do.....	600	.....do.....	.....do.....	.....do.....	...do.....	S-15...	14
15	.....do.....	600	.....do.....	.....do.....	.....do.....	...do.....	S-16...	15
16	.....do.....	600	.....do.....	.....do.....	.....do.....	...do.....	S-17...	16
17	Ridgeway.....	750	Cut.-Ham.....	Magnetic.....	.....do.....	49-UL-IC.	S-18...	17
18	.....do.....	750	.....do.....	.....do.....	.....do.....	...do.....	S-19...	18
19	.....do.....	750	.....do.....	.....do.....	.....do.....	...do.....	S-20...	19
20	.....do.....	750	.....do.....	.....do.....	.....do.....	...do.....	S-21...	20
21	.....do.....	750	.....do.....	.....do.....	.....do.....	...do.....	S-22...	21
22	.....do.....	750	.....do.....	.....do.....	.....do.....	...do.....	S-23...	22
23	.....do.....	750	.....do.....	.....do.....	.....do.....	...do.....	S-24...	23
24	.....do.....	750	.....do.....	.....do.....	.....do.....	...do.....	S-25...	24
25	.....do.....	750	.....do.....	.....do.....	.....do.....	...do.....	S-26...	25
26	.....do.....	750	.....do.....	.....do.....	.....do.....	...do.....	S-27...	26
27	.....do.....	750	.....do.....	.....do.....	.....do.....	...do.....	S-28...	27
28	.....do.....	750	.....do.....	.....do.....	.....do.....	...do.....	S-29...	28
29	Elec. Dy. Co..	750	.....do.....	.....do.....	.....do.....	...do.....	S-30...	29

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SUBMARINES—FIRST LINE (SS).

	Name and official number.	Contractor.	Builder.	Date of act authorizing building.	
1	S-1.....SS105	Electric Boat Co., New York..	Fore River S. B. Co., Quincy..	Aug. 29, 1916	1
2	S-2.....SS106	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	Aug. 29, 1916	2
3	S-3.....SS107	United States Government [1]..	Navy yard, Portsmouth, N. H.	Aug. 29, 1916	3
4	S-4.....SS109	.....do.[1].....	.....do.....	[2] Mar. 4, 1917	4
5	S-6.....SS111	.....do.[1].....	.....do.....	[2] Mar. 4, 1917	5
6	S-7.....SS112	.....do.[1].....	.....do.....	[2] Mar. 4, 1917	6
7	S-8.....SS113	.....do.[1].....	.....do.....	[2] Mar. 4, 1917	7
8	S-9.....SS114	.....do.[1].....	.....do.....	[2] Mar. 4, 1917	8
9	S-10....SS115	.....do.[1].....	.....do.....	[2] Mar. 4, 1917	9
10	S-11....SS116	.....do.[1].....	.....do.....	[2] Mar. 4, 1917	10
11	S-12....SS117	.....do.[1].....	.....do.....	[2] Mar. 4, 1917	11
12	S-13....SS118	.....do.[1].....	.....do.....	[2] Mar. 4, 1917	12
13	S-14....SS119	Lake Torp. B. Co., Bridgeport, Conn.	LakeTorp. B. Co., Bridgeport, Conn.	[2] Mar. 4, 1917	13
14	S-15....SS120	.....do.....	.....do.....	[2] Mar. 4, 1917	14
15	S-16....SS121	.....do.....	.....do.....	[2] Mar. 4, 1917	15
16	S-17....SS122	.....do.....	.....do.....	[2] Mar. 4, 1917	16
17	S-18....SS123	Electric Boat Co., New York..	Beth. S. B. Corp., Quincy.....	[2] Mar. 4, 1917	17
18	S-19....SS124	.....do.....	.....do.....	[2] Mar. 4, 1917	18
19	S-20....SS125	.....do.....	.....do.....	[2] Mar. 4, 1917	19
20	S-21....SS126	.....do.....	.....do.....	[2] Mar. 4, 1917	20
21	S-22....SS127	... .do.....	.....do.....	Mar. 4, 1917	21
22	S-23....SS128	.....do.....	.....do.....	Mar. 4, 1917	22
23	S-24....SS129	.....do.....	.....do.....	Mar. 4, 1917	23
24	S-25....SS130	.....do.....	.....do.....	Mar. 4, 1917	24
25	S-26....SS131	.....do.....	.....do.....	Mar. 4, 1917	25
26	S-27....SS132	.....do.....	.....do.....	Mar. 4, 1917	26
27	S-28....SS133	.....do.....	.....do.....	Mar. 4, 1917	27
28	S-29....SS134	.....do.....	.....do.....	Mar. 4, 1917	28
29	S-30....SS135	.....do.....	Beth. S. B. Corp., San Francisco.	Mar. 4, 1917	29

[1] Bureau design.

[2] Together with act of Aug. 29, 1916.

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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.	
1	Jan. 8,1917	Dec. 11,1917	Oct. 26,1918	May 8,1919	June 5,1920	June 5,1920	S-1.....SS105	1
2	Dec. 30,1916	July 30,1917	Feb. 15,1919	Apr. 30,1919	May 24,1920	May 25,1920	S-2.....SS106	2
3	[1] Nov.14,1916	Aug. 29,1917	Dec. 21,1918	.....	.....	Jan. 30,1919	S-3.....SS107	3
4	[1] Mar.16,1917	Dec. 4,1917	Aug. 27,1919	.....	.....	Nov. 19,1919	S-4.....SS109	4
5	[1] Mar.16,1917	Jan. 29,1918	Dec. 23,1919	.....	.....	May 17,1920	S-6.....SS111	5
6	[1] Mar.16,1917	Jan. 29,1918	Feb. 5,1920	.....	.....	July 1,1920	S-7.....SS112	6
7	[1] Mar.16,1917	Nov. 9,1918	Apr. 21,1920	.....	.....	Oct. 1,1920	S-8.....SS113	7
8	[1] Mar.16,1917	Jan. 20,1919	June 17,1920	.....	.....	Feb. 21,1921	S-9.....SS114	8
9	[1] Mar.16,1917	Sept. 11,1919	Dec. 9,1920	.....	.....	Sept. 21,1922	S-10....SS115	9
10	[1] Mar.16,1917	Dec. 2,1919	Feb. 7,1921	.....	.....	Jan. 11,1923	S-11....SS116	10
11	[1] Mar.16,1917	Jan. 8,1920	Aug. 4,1921	.....	.....	Apr. 30,1923	S-12....SS117	11
12	[1] Mar.16,1917	Feb. 14,1920	Oct. 20,1921	.....	.....	July 14,1923	S-13....SS118	12
13	July 12,1917	Dec. 7,1917	Oct. 22,1919	July 12,1919	Feb. 11,1921	Feb. 11,1921	S-14....SS119	13
14	July 12,1917	Dec. 13,1917	Mar. 8,1920	Aug. 12,1919	Jan. 15,1921	Jan. 15,1921	S-15....SS120	14
15	July 12,1917	Mar. 19,1918	Dec. 23,1919	Sept. 12,1919	Dec. 17,1920	Dec. 17,1920	S-16....SS121	15
16	July 12,1917	Mar. 19,1918	May 22,1920	Oct. 12,1919	Feb. 26,1921	Mar. 1,1921	S-17....SS122	16
17	July 17,1917	Aug. 15,1918	Apr. 29,1920	Feb. 17,1919	Apr. 3,1924	Apr. 3,1924	S-18....SS123	17
18	July 17,1917	Aug. 15,1918	June 21,1920	Mar. 17,1919	Jan. 6,1923	Jan. 6,1923	S-19....SS124	18
19	July 17,1917	Aug. 15,1918	June 9,1920	Mar. 17,1919	Nov. 22,1922	Nov. 22,1922	S-20....SS125	19
20	July 17,1917	Dec. 19,1918	Aug. 18,1920	Apr. 17,1919	Sept. 14,1923	Sept. 14,1923	S-21....SS126	20
21	July 17,1917	Jan. 6,1919	July 15,1920	Apr. 17,1919	June 23,1924	June 23,1924	S-22....SS127	21
22	July 17,1917	Jan. 18,1919	Oct. 27,1920	May 17,1919	Oct. 30,1923	Oct. 30,1923	S-23....SS128	22
23	July 17,1917	Nov. 1,1918	June 27,1922	May 17,1919	Aug. 24,1923	Aug. 24,1923	S-24....SS129	23
24	July 17,1917	Oct. 26,1918	May 29,1922	June 17,1919	July 9,1923	July 9,1923	S-25....SS130	24
25	July 17,1917	Nov. 7,1918	Aug. 22,1922	June 17,1919	Oct. 15,1923	Oct. 15,1923	S-26....SS131	25
26	July 17,1917	Apr. 11,1919	Oct. 18,1922	June 17,1919	Jan. 22,1924	Jan. 22,1924	S-27....SS332	26
27	July 17,1917	Apr. 16,1919	Sept. 20,1922	July 17,1919	Dec. 13,1923	Dec. 13,1923	S-28....SS133	27
28	July 17,1917	Apr. 17,1919	Nov. 9,1922	July 17,1919	May 22,1924	May 22,1924	S-29....SS134	28
29	July 17,1917	Apr. 1,1918	Nov. 21,1918	Nov. 17,1918	.....	Oct. 29,1920	S-30....SS135	29

[1] Date assigned to yard.

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SUBMARINES—FIRST LINE (SS).

	Name and official number.	Length over all.	Breadth, extreme.	Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Maximum speed.		
				Mean draft.	Displacement.[1]				
					Surface.	Submerged.	Surface.	Submerged.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Knots.*	*Knots.*	
30	S-31.....SS136	219 3	20 8	15 10⅞	854	1,062	.....	.....	30
31	S-32.....SS137	219 3	20 8	15 10⅞	854	1,062	.....	.....	31
32	S-33.....SS138	219 3	20 8	15 10⅞	854	1,062	.....	.....	32
33	S-34.....SS139	219 3	20 8	15 10⅞	854	1,062	.....	.....	33
34	S-35.....SS140	219 3	20 8	15 10⅞	854	1,062	.....	.....	34
35	S-36.....SS141	219 3	20 8	15 10⅞	854	1,062	.....	.....	35
36	S-37.....SS142	219 3	20 8	15 10⅞	854	1,062	.....	.....	36
37	S-38.....SS143	219 3	20 8	15 10⅞	854	1,062	.....	.....	37
38	S-39.....SS144	219 3	20 8	15 10⅞	854	1,062	.....	.....	38
39	S-40.....SS145	219 3	20 8	15 10⅞	854	1,062	.....	.....	39
40	S-41.....SS146	219 3	20 8	15 10⅞	854	1,062	.....	.....	40
41	S-42.....SS153	225 3	20 8	16 0	906	1,126	.....	.....	41
42	S-43.....SS154	225 3	20 8	16 0	906	1,126	.....	.....	42
43	S-44.....SS155	225 3	20 8	16 0	906	1,126	.....	.....	43
44	S-45.....SS156	225 3	20 8	16 0	906	1,126	.....	.....	44
45	S-46.....SS157	225 3	20 8	16 0	906	1,126	.....	.....	45
46	S-47.....SS158	225 3	20 8	16 0	906	1,126	.....	.....	46
47	S-48.....SS159	240 0	21 10½	13 6	993	1,230	.....	.....	47
48	S-49.....SS160	240 0	21 10½	13 6	993	1,230	.....	.....	48
49	S-50.....SS161	240 0	21 10½	13 6	993	1,230	.....	.....	49
50	S-51.....SS162	240 0	21 10½	13 6	993	1,230	.....	.....	50
			Total surface displacement...		43,822	.....	.....	.....	

	Name and official number.	Number of propellers.	Main engines.					
			B. H. P.	R. P. M.	Cycle.	Number of cylinders.	Make.	
30	S-31...SS136	2	1,200	380	4	8	Nelseco.....	30
31	S-32...SS137	2	1,200	380	4	8	.....do.....	31
32	S-33...SS138	2	1,200	380	4	8	.....do.....	32
33	S-34...SS139	2	1,200	380	4	8	.....do.....	33
34	S-35...SS140	2	1,200	380	4	8	.....do.....	34
35	S-36...SS141	2	1,200	380	4	8	.....do.....	35
36	S-37...SS142	2	1,200	380	4	8	.....do.....	36
37	S-38...SS143	2	1,200	380	4	8	.....do.....	37

[1] Estimated.

NOTE.—Submarine No. 108 was assigned to vessel to be equipped with Neff system of propulsion; authorized by Act of Aug. 29, 1916. Not built. Not included in above displacement.

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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.*								
30	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-31.....SS136	30
31	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-32.....SS137	31
32	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-33.....SS138	32
33	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-34.....SS139	33
34	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-35.....SS140	34
35	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-36.....SS141	35
36	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-37.....SS142	36
37	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-38.....SS143	37
38	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-39.....SS144	38
39	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-40.....SS145	39
40	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-41.....SS146	40
41	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-42.....SS153	41
42	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-43.....SS154	42
43	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-44.....SS155	43
44	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-45.....SS156	44
45	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-46.....SS157	45
46	.....	.....	1 4", 50 cal..	4	12	4	5	33	S-47.....SS158	46
47	.....	.....	1 4", 50 cal..	5	14	4	5	33	S-48.....SS159	47
48	.....	.....	1 4", 50 cal..	5	14	4	5	33	S-49.....SS160	48
49	.....	.....	1 4", 50 cal..	5	14	4	5	33	S-50.....SS161	49
50	.....	.....	1 4", 50 cal..	5	14	4	5	33	S-51.....SS162	50

	Motors.				Storage battery.		Name.	
	Make.	H. P. per shaft.	Control.		Make.	Type.		
			Make.	Type.				
30	Elec. Dy. Co..	750	Cut.-Ham.....	Magnetic.....	Elec. Str. Bat. Co...	49-UL-IC.	S-31...	30
31	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-32...	31
32	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-33...	32
33	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-34...	33
34	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-35...	34
35	G. E. Co.....	750	G. E. Co.....	Pneumatic....	.....do.....	49-UL-IC.	S-36...	35
36	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-37...	36
37	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-38...	37

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SUBMARINES—FIRST LINE (SS).

	Name and official number.	Number of propellers.	Main engines. B. H. P.	R. P. M.	Cycle.	Number of cylinders.	Make.	
38	S-39...SS144	2	1,200	380	4	8	Nelseco	38
39	S-40...SS145	2	1,200	380	4	8	.....do	39
40	S-41...SS146	2	1,200	380	4	8	.....do	40
41	S-42...SS153	2	1,200	380	4	8	.....do	41
42	S-43...SS154	2	1,200	380	4	8	.....do	42
43	S-44...SS155	2	1,200	380	4	8	.....do	43
44	S-45...SS156	2	1,200	380	4	8	.....do	44
45	S-46...SS157	2	1,200	380	4	8	.....do	45
46	S-47...SS158	2	1,200	380	4	8	.....do	46
47	S-48...SS159	2	1,800	350	2	6	Busch-Sulzer	47
48	S-49...SS160	2	1,800	350	2	6	.....do	48
49	S-50...SS161	2	1,800	350	2	6	.....do	49
50	S-51...SS162	2	1,800	350	2	6	.....do	50
	Total H. P		66,600					

	Name and official number.	Contractor.	Builder.	Date of act authorizing building.	
30	S-31....SS136	Electric Boat Co., New York..	Beth. S. B. Corp., San Francisco.	Mar. 4,1917	30
31	S-32....SS137	.....do.....	.....do.....	Mar. 4,1917	31
32	S-33....SS138	.....do.....	.....do.....	Mar. 4,1917	32
33	S-34....SS139	.....do.....	.....do.....	Mar. 4,1917	33
34	S-35....SS140	.....do.....	.....do.....	Mar. 4,1917	34
35	S-36....SS141	.....do.....	.....do.....	Mar. 4,1917	35
36	S-37....SS142	.....do.....	.....do.....	Mar. 4,1917	36
37	S-38....SS143	.....do.....	.....do.....	Mar. 4,1917	37
38	S-39....SS144	.....do.....	.....do.....	Mar. 4,1917	38
39	S-40....SS145	.....do.....	.....do.....	Mar. 4,1917	39
40	S-41....SS146	.....do.....	.....do.....	Mar. 4,1917	40
41	S-42....SS153	.....do.....	Beth. S. B. Corp., Quincy.....	[1] July 1,1918	41
42	S-43....SS154	.....do.....	.....do.....	[1] July 1,1918	42
43	S-44....SS155	.....do.....	.....do.....	[1] July 1,1918	43
44	S-45....SS156	.....do.....	.....do.....	[1] July 1,1918	44
45	S-46....SS157	.....do.....	.....do.....	[1] July 1,1918	45
46	S-47....SS158	.....do.....	.....do.....	[1] July 1,1918	46
47	S-48....SS159	Lake Torp.B. Co.,Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	[1] July 1,1918	47
48	S-49....SS160	.....do.....	.....do.....	[1] July 1,1918	48
49	S-50....SS161	.....do.....	.....do.....	[1] July 1,1918	49
50	S-51....SS162	.....do.....	.....do.....	[1] July 1,1918	50

[1] Together with act of Aug. 29, 1916.

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SUBMARINES—FIRST LINE (SS).

	Motors.				Storage battery.		Name.	
	Make.	H. P. per shaft.	Control. Make.	Control. Type.	Make.	Type.		
38	G. E. Co.....	750	G. E. Co.....	Pneumatic....	Elec. Str. Bat. Co...	49-UL-IC.	S-39...	38
39	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-40...	39
40	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-41...	40
41	Elec. Dy. Co..	750	Westgh.....	.....do.....	.....do.....	49-UL-IC.	S-42...	41
42	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-43...	42
43	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-44...	43
44	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-45...	44
45	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-46...	45
46	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-47...	46
47	Ridgeway.....	750	.....do.....	.....do.....	Gould.....	55-UL....	S-48...	47
48	.....do.....	750	.....do.....	.....do.....	.....do.....	55-UL....	S-49...	48
49	.....do.....	750	.....do.....	.....do.....	.....do.....	55-UL....	S-50...	49
50	.....do.....	750	.....do.....	.....do.....	.....do.....	55-UL....	S-51...	50
Total Motor H. P.		35,250						

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
30	July 17, 1917	Apr. 13, 1918	Dec. 28, 1918	Dec. 17, 1918	Mar. 8, 1923	Mar. 8, 1923	S-31....SS136	30
31	July 17, 1917	Apr. 12, 1918	Jan. 11, 1919	Dec. 17, 1918	.....	Feb. 21, 1923	S-32....SS137	31
32	July 17, 1917	June 14, 1918	Dec. 5, 1918	Jan. 17, 1919	Dec. 21, 1922	Dec. 21, 1922	S-33....SS138	32
33	July 17, 1917	May 28, 1918	Feb. 13, 1919	Jan. 17, 1919	Apr. 23, 1923	Apr. 23, 1923	S-34....SS139	33
34	July 17, 1917	June 14, 1918	Feb. 27, 1919	Jan. 17, 1919	May 7, 1923	May 7, 1923	S-35....SS140	34
35	July 17, 1917	Dec. 10, 1918	June 3, 1919	Feb. 17, 1919	Apr. 4, 1923	Apr. 4, 1923	S-36....SS141	35
36	July 17, 1917	Dec. 12, 1918	June 20, 1919	Feb. 17, 1919	July 16, 1923	July 16, 1923	S-37....SS142	36
37	July 17, 1917	Jan. 15, 1919	June 17, 1919	Feb. 17, 1919	.....	May 11, 1923	S-38....SS143	37
38	July 17, 1917	Jan. 14, 1919	July 2, 1919	Mar. 17, 1919	.....	Sept. 14, 1923	S-39....SS144	38
39	July 17, 1917	Mar. 5, 1919	Jan. 5, 1921	Mar. 17, 1919	Nov. 20, 1923	Nov. 20, 1923	S-40....SS145	39
40	July 17, 1917	Apr. 17, 1919	Feb. 21, 1921	Mar. 17, 1919	Jan. 15, 1924	Jan. 15, 1924	S-41....SS146	40
41	[1] July 1, 1919	Dec. 16, 1920	Apr. 30, 1923	.....	.....	.....	S-42....SS153	41
42	[1] July 1, 1919	Dec. 13, 1920	Mar. 31, 1923	.....	.....	.....	S-43....SS151	42
43	[1] July 1, 1919	Feb. 19, 1921	Oct. 27, 1923	.....	.....	.....	S-44....SS155	43
44	[1] July 1, 1919	Dec. 29, 1920	June 26, 1923	.....	.....	.....	S-45....SS156	44
45	[1] July 1, 1919	Feb. 23, 1921	Sept. 11, 1923	.....	.....	.....	S-46....SS157	45
46	[1] July 1, 1919	Feb. 26, 1921	Jan. 5, 1924	.....	.....	.....	S-47....SS158	46
47	[1] July 23, 1919	Oct. 22, 1920	Feb. 26, 1921	.....	Oct. 14, 1922	Oct. 14, 1922	S-48....SS159	47
48	[1] July 23, 1919	Oct. 22, 1920	Apr. 23, 1921	.....	June 5, 1922	June 5, 1922	S-49....SS160	48
49	[1] July 23, 1919	Mar. 15, 1920	June 18, 1921	.....	May 20, 1922	May 20, 1922	S-50....SS161	49
50	[1] July 23, 1919	Dec. 22, 1919	Aug. 20, 1921	.....	June 24, 1922	June 24, 1922	S-51....SS162	50

[1] Order placed Aug. 1, 1918.

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SUBMARINES—SECOND LINE (OSS).

	Name and official number.	Length over all.	Breadth, extreme.	Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Maximum speed.[1]		
				Mean draft.	Displacement.[1]				
					Surface.	Submerged.	Surface.	Submerged.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Knots.*	*Knots.*	
1	H-2.....SS29	150 3½	15 9⅜	12 5	358.00	434.00	14.1	10.6	1
2	H-3.....SS30	150 3½	15 9⅜	12 5	358.00	434.00	14.1	10.6	2
3	H-4.....SS147	150 3½	15 9⅜	12 4⅜	357.70	434.00	12.75	10.25	3
4	H-5.....SS148	150 3½	15 9⅜	12 4⅜	357.70	434.00	12.75	10.25	4
5	H-6.....SS149	150 3½	15 9⅜	12 4⅜	357.70	434.00	12.75	10.25	5
6	H-7.....SS150	150 3½	15 9⅜	12 4⅜	357.70	434.00	12.75	10.25	6
7	H-8.....SS151	150 3½	15 9⅜	12 4⅜	357.70	434.00	12.75	10.25	7
8	H-9.....SS152	150 3½	15 9⅜	12 4⅜	357.70	434.00	12.75	10.25	8
9	K-1.....SS32	153 6½	16 8⅜	13 1	392.00	521.00	14.1	10.6	9
10	K-2.....SS33	153 6½	16 8⅜	13 1	392.00	521.00	14.1	10.6	10
11	K-3.....SS34	153 6½	16 8⅜	13 1	392.00	521.00	14.1	10.6	11
12	K-4.....SS35	153 6½	16 8⅜	13 1	392.00	521.00	14.1	10.6	12
13	K-5.....SS36	153 6½	16 8⅜	13 1	392.00	521.00	14.1	10.6	13
14	K-6.....SS37	153 6½	16 8⅜	13 1	392.00	521.00	14.1	10.6	14
15	K-7.....SS38	153 6½	16 8⅜	13 1	392.00	521.00	14.1	10.6	15
16	K-8.....SS39	153 6½	16 8⅜	13 1	392.00	521.00	14.1	10.6	16
17	L-2.....SS41	168 5⅜	17 5	13 7	450.00	548.00	14.0	10.5	17
18	L-3.....SS42	168 5⅜	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 5⅜	17 5	13 7	450.00	548.00	14.0	10.5	23
24	L-11.....SS51	168 5⅜	17 5	13 7	450.00	548.00	14.0	10.5	24
25	N-1.....SS53	147 3	15 9½	12 5¾	347.90	414.20	13.0	11.0	25
26	N-2.....SS54	147 3	15 9½	12 5¾	347.90	414.20	13.0	11.0	26
27	N-3.....SS55	147 3	15 9½	12 5¾	347.90	414.20	13.0	11.0	27
28	O-1.....SS62	172 4	18 0½	14 5	520.60	629.30	14.0	10.5	28
29	O-2.....SS63	172 4	18 0½	14 5	520.60	629.30	14.0	10.5	29
30	O-3.....SS64	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	30
31	O-4.....SS65	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	31
32	O-6.....SS67	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	32
33	O-7.....SS68	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	33
34	O-8 .....SS69	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	34

[1] Estimated.

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

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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.		
	Galls.	*Galls.*								
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
17	19,501	9,361	1 3", 23 cal..	4	8	3	3	23	L-2.....SS41	17
18	19,501	9,361	1 3", 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	1 3", 23 cal..	4	8	3	3	23	L-9.....SS49	23
24	19,501	9,361	1 3", 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
28	.....	.....	1 3", 23 cal..	4	8	3	3	24	O-1.....SS62	28
29	.....	.....	1 3", 23 cal..	4	8	3	3	24	O-2.....SS63	29
30	.....	.....	1 3", 23 cal..	4	8	3	3	24	O-3.....SS64	30
31	.....	.....	1 3", 23 cal..	4	8	3	3	24	O-4.....SS65	31
32	.....	.....	1 3", 23 cal..	4	8	3	3	24	O-6.....SS67	32
33	.....	.....	1 3", 23 cal..	4	8	3	3	24	O-7.....SS68	33
34	.....	.....	1 3", 23 cal..	4	8	3	3	24	O-8.....SS69	34

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SUBMARINES—SECOND LINE (OSS).

	Name and official number.	No. of propellers.	Main engines.					
			Total B. H. P.	R. P. M.	Cycle.	No. of cylinders.	Make.	
1	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
17	L-2...SS41	2	900	450	2	6	.....do.....	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	.....do.....	25
26	N-2...SS54	2	480	375	4	8	.....do.....	26
27	N-3...SS55	2	480	375	4	8	.....do.....	27
28	O-1...SS62	2	880	400	4	6	.....do.....	28
29	O-2...SS63	2	880	400	4	6	.....do.....	29
30	O-3...SS64	2	880	400	4	6	.....do.....	30
31	O-4...SS65	2	880	400	4	6	.....do.....	31
32	O-6...SS67	2	880	400	4	6	.....do.....	32
33	O-7...SS68	2	880	400	4	6	.....do.....	33
34	O-8...SS69	2	880	400	4	6	.....do.....	34

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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
17	.....do.....	340	.....do.....	.....do.....	.....do.....	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
28	Nav. Yd., N.Y.	370	Cut.-Ham. Co.	Mag. controller.	Gould Stor. Bat. Co.	29-WLL..	O-1...	28
29	.....do.....	370	.....do.....	.....do.....	.....do.....	29-WLL..	O-2...	29
30	Elec. Dy. Co..	370	.....do.....	.....do.....	Elec. Stor. Bat. Co..	49-WL....	O-3...	30
31	.....do.....	370	.....do.....	.....do.....	.....do.....	49-WL....	O-4...	31
32	.....do.....	370	.....do.....	.....do.....	.....do.....	49-WL....	O-6...	32
33	.....do.....	370	.....do.....	.....do.....	.....do.....	49-WL....	O-7...	33
34	.....do.....	370	.....do.....	.....do.....	.....do.....	49-WL....	O-8...	34

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SUBMARINES—SECOND LINE (SS).

	Name and official number.	Length over all.	Breadth, extreme.	Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Maximum speed.[1]		
				Mean draft.	Displacement.[1]				
					Surface.	Submerged.	Surface.	Submerged.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Knots.*	*Knots.*	
35	O-9.....SS70	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	35
36	O-10.....SS71	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	36
37	O-11.....SS72	175 0	16 3⅜	13 10½	485.	566.	14.0	11.0	37
38	O-12.....SS73	175 0	16 3⅜	13 10½	485.	566.	14.0	11.0	38
39	O-13.....SS74	175 0	16 3⅜	13 10½	485.	566.	14.0	11.0	39
40	O-14.....SS75	175 0	16 3⅜	13 10½	485.	566.	14.0	11.0	40
41	O-15.....SS76	175 0	16 3⅜	13 10½	485.	566.	14.0	11.0	41
42	O-16.....SS77	175 0	16 3⅜	13 10½	485.	566.	14.0	11.0	42
43	R-1.....SS78	186 1½	18 0½	14 6	569.	680.	13.5	10.5	43
44	R-2.....SS79	186 1½	18 0½	14 6	569.	680.	13.5	10.5	44
45	R-3.....SS80	186 1½	18 0½	14 6	569.	680.	13.5	10.5	45
46	R-4.....SS81	186 1½	18 0½	14 6	569.	680.	13.5	10.5	46
47	R-5.....SS82	186 1½	18 0½	14 6	569.	680.	13.5	10.5	47
48	R-6.....SS83	186 1½	18 0½	14 6	569.	680.	13.5	10.5	48
49	R-7.....SS84	186 1½	18 0½	14 6	569.	680.	13.5	10.5	49
50	R-8.....SS85	186 1½	18 0½	14 6	569.	680.	13.5	10.5	50
51	R-9.....SS86	186 1½	18 0½	14 6	569.	680.	13.5	10.5	51
52	R-10.....SS87	186 1½	18 0½	14 6	569.	680.	13.5	10.5	52
53	R-11.....SS88	186 1½	18 0½	14 6	569.	680.	13.5	10.5	53
54	R-12.....SS89	186 1½	18 0½	14 6	569.	680.	13.5	10.5	54
55	R-13.....SS90	186 1½	18 0½	14 6	569.	680.	13.5	10.5	55
56	R-14.....SS91	186 1½	18 0½	14 6	569.	680.	13.5	10.5	56
57	R-15.....SS92	186 1½	18 0½	14 6	569.	680.	13.5	10.5	57
58	R-16.....SS93	186 1½	18 0½	14 6	569.	680.	13.5	10.5	58
59	R-17.....SS94	186 1½	18 0½	14 6	569.	680.	13.5	10.5	59
60	R-18.....SS95	186 1½	18 0½	14 6	569.	680.	13.5	10.5	60
61	R-19.....SS96	186 1½	18 0½	14 6	569.	680.	13.5	10.5	61
62	R-20.....SS97	186 1½	18 0½	14 6	569.	680.	13.5	10.5	62
63	R-21.....SS98	175 0	16 7¾	13 11	495	598	14.0	11.0	63
64	R-22.....SS99	175 0	16 7¾	13 11	495	598	14.0	11.0	64
65	R-23.....SS100	175 0	16 7¾	13 11	495	598	14.0	11.0	65
66	R-24.....SS101	175 0	16 7¾	13 11	495	598	14.0	11.0	66
67	R-25.....SS102	175 0	16 7¾	13 11	495	598	14.0	11.0	67
68	R-26.....SS103	175 0	16 7¾	13 11	495	598	14.0	11.0	68
69	R-27.....SS104	175 0	16 7¾	13 11	495	598	14.0	11.0	69
	Total surface displacement.....				33,086.30				

[1] Estimated.

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SUBMARINES—SECOND 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.		
	Galls.	*Galls.*								
35	.....	.....	1 3", 23 cal..	4	8	3	3	24	O-9.....SS70	35
36	.....	.....	1 3", 23 cal..	4	8	3	3	24	O-10.....SS71	36
37	.....	.....	1 3", 23 cal..	4	8	3	3	24	O-11.....SS72	37
38	.....	.....	1 3", 23 cal..	4	8	3	3	24	O-12.....SS73	38
39	.....	.....	1 3", 23 cal..	4	8	3	3	24	O-13.....SS74	39
40	.....	.....	1 3", 23 cal..	4	8	3	3	24	O-14.....SS75	40
41	.....	.....	1 3", 23 cal..	4	8	3	3	24	O-15.....SS76	41
42	.....	.....	1 3", 23 cal..	4	8	3	3	24	O-16.....SS77	42
43	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-1.....SS78	43
44	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-2.....SS79	44
45	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-3..... .....SS80	45
46	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-4.....SS81	46
47	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-5.....SS82	47
48	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-6.....SS83	48
49	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-7.....SS84	49
50	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-8.....SS85	50
51	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-9... .....SS86	51
52	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-10.....SS87	52
53	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-11.....SS88	53
54	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-12.....SS89	54
55	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-13.....SS90	55
56	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-14.....SS91	56
57	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-15.....SS92	57
58	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-16.....SS93	58
59	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-17..... SS94	59
60	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-18.....SS95	60
61	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-19.....SS96	61
62	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-20.....SS97	62
63	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-21.....SS98	63
64	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-22.....SS99	64
65	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-23.....SS100	65
66	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-24.....SS101	66
67	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-25.....SS102	67
68	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-26.....SS103	68
69	.....	.....	1 3", 50 cal..	4	8	3	3	25	R-27.....SS104	69

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SUBMARINES—SECOND LINE (SS).

	Name and official number.	No. of propellers.	Main engines.					
			Total B. H. P.	R. P. M.	Cycle.	No. of cylinders.	Make.	
35	O-9 ...SS70	2	880	400	4	6	New London S. E. Co....	35
36	O-10 ..SS71	2	880	400	4	6	.....do.....	36
37	O-11 ..SS72	2	1000	410	4	6	Busch-Sulzer.....	37
38	O-12 ..SS73	2	1000	410	4	6	.....do.....	38
39	O-13 ..SS74	2	1000	410	4	6	.....do.....	39
40	O-14 ..SS75	2	1000	410	4	6	.....do.....	40
41	O-15 ..SS76	2	1000	410	4	6	.....do.....	41
42	O-16 ..SS77	2	1000	410	4	6	.....do.....	42
43	R-1 ...SS78	2	880	400	4	6	New London S. E. Co....	43
44	R-2 ...SS79	2	880	400	4	6	.....do.....	44
45	R-3 .. SS80	2	880	400	4	6	.....do.....	45
46	R-4 ...SS81	2	880	400	4	6	.....do.....	46
47	R-5 ...SS82	2	880	400	4	6	.....do.....	47
48	R-6 ...SS83	2	880	400	4	6	.....do.....	48
49	R-7 .. SS84	2	880	400	4	6	.....do.....	49
50	R-8 ...SS85	2	880	400	4	6	.....do.....	50
51	R-9 ...SS86	2	880	400	4	6	.....do.....	51
52	R-10 ..SS87	2	880	400	4	6	.....do.....	52
53	R-11 ..SS88	2	880	400	4	6	.....do.....	53
54	R-12 . SS89	2	880	400	4	6	.....do.....	54
55	R-13 ..SS90	2	880	400	4	6	.....do.....	55
56	R-14 ..SS91	2	880	400	4	6	.....do.....	56
57	R-15 . SS92	2	880	400	4	6	.....do.....	57
58	R-16 ..SS93	2	880	400	4	6	.....do.....	58
59	R-17 ..SS94	2	880	400	4	6	.....do.....	59
60	R-18 ..SS95	2	880	400	4	6	.....do.....	60
61	R-19 ..SS96	2	880	400	4	6	.....do.....	61
62	R-20 ..SS97	2	880	400	4	6	.....do.....	62
63	R-21...SS98	2	1,000	410	4	6	Busch-Sulzer.....	63
64	R-22...SS99	2	1,000	410	4	6	.....do.....	64
65	R-23..SS100	2	1,000	410	4	6	.....do.....	65
66	R-24..SS101	2	1,000	410	4	6	.....do.....	66
67	R-25..SS102	2	1,000	410	4	6	.....do.....	67
68	R-26..SS103	2	1,000	410	4	6	.....do.....	68
69	R-27..SS104	2	1,000	410	4	6	.....do.....	69
	Total horsepower.		56,040					

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SUBMARINES—SECOND LINE (SS).

	Motors.				Storage battery.		Name.	
	Make.	H.P., per shaft.	Control.		Make.	Type.		
			Make.	Type.				
35	Elec. Dy. Co..	370	Cut.-Ham. Co.	Mag.controller	Elec. Stor. Bat. Co..	49-WL....	O-9...	35
36	.....do.....	370	.....do.....	.....do.....	.....do.....	49-WL....	O-10..	36
37	Diehl. Mfg. Co.	440	.....do.....	.....do.....	.....do.....	29-WL....	O-11..	37
38	.....do.....	440	.....do.....	.....do.....	.....do.....	29-WL....	O-12..	38
39	.....do.....	440	.....do.....	.....do.....	.....do.....	29-WL....	O-13..	39
40	.....do.....	440	.....do.....	.....do.....	.....do.....	29-WL....	O-14..	40
41	.....do.....	440	.....do.....	.....do.....	.....do.....	29-WL....	O-15..	41
42	.....do.....	440	.....do.....	.....do.....	.....do.....	29-WL....	O-16..	42
43	Elec. Dy. Co..	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-1...	43
44	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-2...	44
45	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-3...	45
46	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-4...	46
47	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-5...	47
48	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-6...	48
49	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-7...	49
50	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-8...	50
51	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-9...	51
52	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-10..	52
53	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-11..	53
54	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-12..	54
55	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-13..	55
56	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-14..	56
57	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-15..	57
58	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-16..	58
59	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-17..	59
60	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-18..	60
61	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-19..	61
62	.....do.....	467	.....do.....	.....do.....	.....do.....	31-WLL..	R-20..	62
63	Diehl. Mfg. Co.	400	.....do.....	Mag. controller	.....do.....	31-WL....	R-21..	63
64	.....do.....	400	.....do.....	.....do.....	.....do.....	...do.....	R-22..	64
65	.....do.....	400	.....do.....	.....do.....	.....do.....	...do.....	R-23..	65
66	.....do.....	400	.....do.....	.....do.....	.....do.....	...do.....	R-24..	66
67	.....do.....	400	.....do.....	.....do.....	.....do.....	...do.....	R-25..	67
68	.....do.....	400	.....do.....	.....do.....	.....do.....	...do.....	R-26..	68
69	.....do.....	400	.....do.....	.....do.....	.....do.....	...do.....	R-27..	69
	Total motor h. p.	27,030						

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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[1].....	[2] Oct. 6, 1917	3
4	H-5....SS148	.....do.....	.....do[1].....	[2] Oct. 6, 1917	4
5	H-6....SS149	.....do.....	.....do[1].....	[2] Oct. 6, 1917	5
6	H-7....SS150	.....do.....	.....do[1].....	[2] Oct. 6, 1917	6
7	H-8....SS151	.....do.....	.....do[1].....	[2] Oct. 6, 1917	7
8	H-9....SS152	.....do.....	.....do[1].....	[2] 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
17	L-2.....SS41	.....do.....	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 [3]..	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

[1] Assembled from knockdown condition. [2] Emergency fund. [3] Lake type.

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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 [1]Oct. 23,1922	H-2	1
2	Aug. 10,1910	Apr. 3,1911	July 3,1913	Feb. 10,1913	Jan. 16,1914	Jan. 16,1914 [1]Oct. 23,1922	H-3	2
3	May 20,1918	May 12,1918	Oct. 9,1918			Oct. 24,1918 [1]Oct. 25,1922	H-4	3
4	May 20,1918	May 12,1918	Sept. 24,1918			Sept. 30,1918 [1]Oct. 21,1922	H-5	4
5	May 20,1918	May 14,1918	Aug. 26,1918			Sept. 9,1918 [1]Oct. 23,1922	H-6	5
6	May 20,1918	May 15,1918	Oct. 17,1918			Oct. 24,1918 [1]Oct. 23,1922	H-7	6
7	May 20,1918	May 25,1918	Nov. 14,1918			Nov. 18,1918 [1]Nov 17,1922	H-8	7
8	May 20,1918	June 1,1918	Nov. 23,1918			Nov. 25,1918 [1]Nov. 3,1922	H-9	8
9	May 31,1911	Feb. 20,1912	Sept. 3,1913	June 30,1913	Mar. 17,1914	Mar. 17,1914 [1]Mar. 9,1923	K-1	9
10	May 31,1911	Feb. 20,1912	Oct. 4,1913	June 30,1913	Jan. 30,1914	Jan. 31,1914 [1]Mar. 9,1923	K-2	10
11	May 31,1911	Jan. 15,1912	Mar. 14,1914	July 31,1913	Oct. 29,1914	Oct. 30,1914 [1]Feb. 20,1923	K-3	11
12	May 31,1911	Jan. 27,1912	Mar. 19,1914	Aug. 31,1913	Oct. 26,1914	Oct. 24,1914 [1]May 19,1923	K-4	12
13	Oct. 27,1911	June 10,1912	Mar. 17,1914	Oct. 27,1913	Aug. 20,1914	Aug. 22,1914 [1]Feb. 20,1923	K-5	13
14	Oct. 27,1911	June 19,1912	Mar. 26,1914	Nov. 27,1913	Sept. 8,1914	Sept. 9,1914 [1]May 21,1923	K-6	14
15	Oct. 27,1911	May 10,1912	June 20,1914	Dec. 27,1913	Dec. 1,1914	Dec. 1,1914 [1]Feb. 12,1923	K-7	15
16	Oct. 27,1911	May 10,1912	July 11,1914	Jan. 27,1914	Dec. 1,1914	Dec. 1,1914 [1]Feb. 24,1923	K-8	16
17	Feb. 1,1913	Mar. 19,1914	Feb. 11,1915	Jan. 1,1915	Sept. 28,1916	Sept. 29,1916 [1]May 4,1923	L-2	17
18	Feb. 1,1913	Apr. 18,1914	Mar. 15,1915	Feb. 1,1915	Apr. 21,1916	Apr. 22,1916 [1]June 11,1923	L-3	18
19	Apr. 24,1914	May 14,1914	May 1,1916	Apr. 24,1916	Feb. 16,1918	Feb. 17,1918 [1]Dec. 5,1922	L-5	19
20	Apr. 24,1914	May 27,1914	Aug. 31,1916	Apr. 24,1916	Apr. 1,1918	Dec. 7,1917 [1]Nov. 25,1922	L-6	20
21	Apr. 24,1914	June 2,1914	Sept. 28,1916	Apr. 24,1916	Apr. 1,1918	Dec. 7,1917 [1]Nov. 15,1922	L-7	21
22	[2]June 29,1914	Feb. 24,1915	Apr. 23,1917			Aug. 30,1917 [1]Nov. 15,1922	L-8	22
23	[2]Mar. 14,1914	Nov. 2,1914	Oct. 27,1915	Mar. 14,1916	Aug. 4,1916	Aug. 4,1916 [1]May 5,1923	L-9	23
24	July 29,1914	Feb. 17,1915	May 16,1916	Sept. 29,1916	Aug. 15,1916	Aug. 15,1916 [1]Nov. 28,1923	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

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

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SUBMARINES—SECOND LINE (SS).

	Name and official number.	Contractor.	Builder.	Date of act authorizing building.	
28	O-1.....SS62	United States Government[1]...	Navy yard, Portsmouth.....	Mar. 3,1915	28
29	O-2.....SS63	.....do.[1].....	Navy yard, Puget Sound.....	Mar. 3,1915	29
30	O-3.....SS64	Electric Boat Co., New York..	Fore River S. B. Co., Quincy..	Mar. 3,1915	30
31	O-4.....SS65	.....do.....	.....do.....	Mar. 3,1915	31
32	O-6.....SS67	.....do.....	.....do.....	Mar. 3,1915	32
33	O-7.....SS68	.....do.....	.....do.....	Mar. 3,1915	33
34	O-8.....SS69	.....do.....	.....do.....	Mar. 3,1915	34
35	O-9.....SS70	.....do.....	.....do.....	Mar. 3,1915	35
36	O-10.....SS71	.....do.....	.....do.....	Mar. 3,1915	36
37	O-11.....SS72	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	Mar. 3,1915	37
38	O-12.....SS73	.....do.....	.....do.....	Mar. 3,1915	38
39	O-13.....SS74	.....do.....	.....do.....	Mar. 3,1915	39
40	O-14.....SS75	Calif. S. B. Co., Augusta, Me.[2]..	California S. B. Co., Long Beach, Calif.[3]	Mar. 3,1915	40
41	O-15.....SS76	.....do.[2].....	.....do.[3].....	Mar. 3,1915	41
42	O-16.....SS77	.....do.[2].....	.....do.[3].....	Mar. 3,1915	42
43	R-1.....SS78	Electric Boat Co., New York..	Fore River S. B. Co., Quincy...	Aug. 29,1916	43
44	R-2.....SS79	.....do.....	.....do.....	Aug. 29,1916	44
45	R-3.....SS80	.....do.....	.....do.....	Aug. 29,1916	45
46	R-4.....SS81	.....do.....	.....do.....	Aug. 29,1916	46
47	R-5.....SS82	.....do.....	.....do.....	Aug. 29,1916	47
48	R-6.....SS83	.....do.....	.....do.....	Aug. 29,1916	48
49	R-7.....SS84	.....do.....	.....do.....	Aug. 29,1916	49
50	R-8.....SS85	.....do.....	.....do.....	Aug. 29,1916	50
51	R-9.....SS86	.....do.....	.....do.....	Aug. 29,1916	51
52	R-10....SS87	.....do.....	.....do.....	Aug. 29,1916	52
53	R-11....SS88	.....do.....	.....do.....	Aug. 29,1916	53
54	R-12....SS89	.....do.....	.....do.....	Aug. 29,1916	54
55	R-13....SS90	.....do.....	.....do.....	Aug. 29,1916	55
56	R-14....SS91	.....do.....	.....do.....	Aug. 29,1916	56
57	R-15....SS92	.....do.....	Union Iron Works, San Francisco, Calif.	Aug. 29,1916	57
58	R-16....SS93	.....do.....	.....do.....	Aug. 29,1916	58
59	R-17....SS94	.....do.....	.....do.....	Aug. 29,1916	59
60	R-18....SS95	.....do.....	.....do.....	Aug. 29,1916	60
61	R-19....SS96	.....do.....	.....do.....	Aug. 29,1916	61
62	R-20....SS97	.....do.....	.....do.....	Aug. 29,1916	62

[1] Electric Boat Co. type.
[2] Successors to Craig S. B. Co.; Lake type boats.
[3] Completed at navy yard, Mare Island.

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SUBMARINES—SECOND LINE (SS).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
28	[1] Jan. 1, 1917	Mar. 26, 1917	July 9, 1918	.....	.....	Nov. 5, 1918	O-1.....	28
29	[1] Apr. 14, 1916	July 27, 1917	May 24, 1918	.....	.....	Oct. 19, 1918	O-2.....	29
30	Jan. 3, 1916	Dec. 2, 1916	Sept. 29, 1917	Oct. 3, 1917	June 13, 1918	June 13, 1918	O-3.....	30
31	Jan. 3, 1916	Dec. 4, 1916	Oct. 20, 1917	Nov. 3, 1917	May 29, 1918	May 28, 1918	O-4.....	31
32	Jan. 3, 1916	Dec. 6, 1916	Nov. 25, 1917	Dec. 3, 1917	June 11, 1918	June 12, 1918	O-6.....	32
33	Jan. 3, 1916	Feb. 14, 1917	Dec. 16, 1917	Dec. 3, 1917	July 4, 1918	July 4, 1918	O-7.....	33
34	Jan. 3, 1916	Feb. 27, 1917	Dec. 31, 1917	Jan. 3, 1918	July 11, 1918	July 11, 1918	O-8.....	34
35	Jan. 3, 1916	Feb. 15, 1917	Jan. 27, 1918	Jan. 3, 1918	July 27, 1918	July 27, 1918	O-9.....	35
36	Jan. 3, 1916	Feb. 27, 1917	Feb. 21, 1918	Feb. 3, 1918	Aug. 17, 1918	Aug. 17, 1918	O-10.....	36
37	Dec. 28, 1915	Mar. 6, 1916	Oct. 29, 1917	Oct. 28, 1917	Nov. 27, 1918	Oct. 19, 1918 [3] June 21, 1924	O-11.....	37
38	Dec. 28, 1915	Mar. 6, 1916	Sept. 29, 1917	Nov. 28, 1917	Nov. 27, 1918	Oct. 19, 1918 [3] June 17, 1924	O-12.....	38
39	Dec. 28, 1915	Mar. 6, 1916	Dec. 27, 1917	Dec. 28, 1917	Nov. 27, 1918	Nov. 27, 1918 [3] June 11, 1924	O-13.....	39
40	Dec. 31, 1915	July 6, 1916	May 6, 1918	Nov. 30, 1917	[2] Oct. 12, 1918	Oct. 1, 1918 [3] June 17, 1924	O-14.....	40
41	Dec. 31, 1915	Sept. 21, 1916	Feb. 12, 1918	Dec. 31, 1917	[2] Sept. 30, 1918	Aug. 27, 1918 [3] June 11, 1924	O-15.....	41
42	Dec. 31, 1915	Oct. 7, 1916	Feb. 9, 1918	Jan. 31, 1918	[2] Aug. 31, 1918	Aug. 1, 1918 [3] June 21, 1924	O-16.....	42
43	Jan. 8, 1917	Oct. 16, 1917	Aug. 24, 1918	Mar. 8, 1919	Dec. 16, 1918	Dec. 16, 1918	R-1.....	43
44	Jan. 8, 1917	Oct. 16, 1917	Sept. 23, 1918	Mar. 23, 1919	Jan. 24, 1919	Jan. 24, 1919	R-2.....	44
45	Jan. 8, 1917	Dec. 11, 1917	Jan. 18, 1919	Apr. 8, 1919	Apr. 17, 1919	Apr. 17, 1919	R-3.....	45
46	Jan. 8, 1917	Oct. 16, 1917	Oct. 26, 1918	Apr. 23, 1919	Mar. 28, 1919	Mar. 28, 1919	R-4.....	46
47	Jan. 8, 1917	Oct. 16, 1917	Nov. 24, 1918	May 8, 1919	Apr. 15, 1919	Apr. 15, 1919	R-5.....	47
48	Jan. 8, 1917	Dec. 17, 1917	Mar. 1, 1919	May 23, 1919	May 1, 1919	May 1, 1919	R-6.....	48
49	Jan. 8, 1917	Dec. 6, 1917	Apr. 5, 1919	June 8, 1919	June 12, 1919	June 12, 1919	R-7.....	49
50	Jan. 8, 1917	Mar. 4, 1918	Apr. 17, 1919	June 23, 1919	July 21, 1919	July 21, 1919	R-8.....	50
51	Jan. 8, 1917	Mar. 6, 1918	May 24, 1919	July 8, 1919	July 30, 1919	July 30, 1919	R-9.....	51
52	Jan. 8, 1917	Mar. 21, 1918	June 28, 1919	July 23, 1919	Aug. 20, 1919	Aug. 20, 1919	R-10.....	52
53	Jan. 8, 1917	Mar. 18, 1918	July 21, 1919	Aug. 8, 1919	Sept. 5, 1919	Sept. 5, 1919	R-11.....	53
54	Jan. 8, 1917	Mar. 28, 1918	Aug. 15, 1919	Aug. 23, 1919	Sept. 23, 1919	Sept. 23, 1919	R-12.....	54
55	Jan. 8, 1917	Mar. 27, 1918	Aug. 27, 1919	Sept. 8, 1919	Oct. 17, 1919	Oct. 17, 1919	R-13.....	55
56	Jan. 8, 1917	Nov. 6, 1918	Oct. 10, 1919	Sept. 23, 1919	Dec. 24, 1919	Dec. 24, 1919	R-14.....	56
57	Jan. 8, 1917	Apr. 30, 1917	Dec. 10, 1917	Dec. 8, 1918	July 27, 1918	July 27, 1918	R-15.....	57
58	Jan. 8, 1917	Apr. 26, 1917	Dec. 15, 1917	Dec. 23, 1918	Aug. 5, 1918	Aug. 5, 1918	R-16.....	58
59	Jan. 8, 1917	May 5, 1917	Dec. 24, 1917	Jan. 8, 1919	Aug. 17, 1918	Aug. 17, 1918	R-17.....	59
60	Jan. 8, 1917	June 16, 1917	Jan. 8, 1918	Jan. 23, 1919	Sept. 11, 1918	Sept. 11, 1918	R-18.....	60
61	Jan. 8, 1917	June 23, 1917	Jan. 28, 1918	Feb. 8, 1919	Oct. 7, 1918	Oct. 7, 1918	R-19.....	61
62	Jan. 8, 1917	June 4, 1917	Jan. 21, 1918	Feb. 22, 1919	Oct. 26, 1918	Oct. 26, 1918	R-20.....	62

[1] Date assigned to yard. [2] Date of completion. [3] Date placed out of commission.

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SUBMARINES—SECOND LINE (SS).

	Name and official number.	Contractor.	Builder.	Date of act authorizing building.	
63	R-21....SS98	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	Aug. 29, 1916	63
64	R-22....SS99	.....do.....	.....do.....	Aug. 29, 1916	64
65	R-23....SS100	.....do.....	.....do.....	Aug. 29, 1916	65
66	R-24....SS101	.....do.....	.....do.....	Aug. 29, 1916	66
67	R-25....SS102	.....do.....	.....do.....	Aug. 29, 1916	67
68	R-26....SS103	.....do.....	.....do.....	Aug. 29, 1916	68
69	R-27....SS104	.....do.....	.....do.....	Aug. 29, 1916	69

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SUBMARINES—SECOND LINE (SS)

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
63	Dec. 30, 1916	Apr. 19, 1917	July 10, 1918	Nov. 30, 1918	June 14, 1919	June 17, 1919 [3]June 21, 1924	R-21....SS98	63
64	Dec. 30, 1916	Apr. 19, 1917	Sept. 23, 1918	Dec. 22, 1918	July 31, 1919	Aug. 1, 1919	R-22....SS99	64
65	Dec. 30, 1916	Apr. 25, 1917	Nov. 5, 1918	Jan. 15, 1919	Oct. 22, 1919	Oct. 23, 1919	R-23...SS100	65
66	Dec. 30, 1916	May 9, 1917	Aug. 21, 1918	Feb. 7, 1919	June 26, 1919	June 27, 1919	R-24...SS101	66
67	Dec. 30, 1916	Apr. 26, 1917	May 15, 1919	Mar. 1, 1919	Oct. 22, 1919	Oct. 23, 1919 [3]June 21, 1924	R-25...SS102	67
68	Dec. 30, 1916	Apr. 26, 1917	June 18, 1919	Mar. 22, 1919	Oct. 23, 1919	Oct. 23, 1919	R-26...SS103	68
69	Dec. 30, 1916	May 16, 1917	Sept. 23, 1918	Apr. 24, 1919	Aug. 29, 1919	Sept. 3, 1919	R-27...SS104	69

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

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

FLEET SUBMARINES (MINELAYING TYPE) (SM).

	Name and official number	Contractor.	Builder.	Date of act authorizing building.	
1	V-4.....SM1 *ex-SF7*	U. S. Government.....	Navy yard, Portsmouth, N. H.	[4] July 1, 1918	1

[4] Together with acts of Aug. 29, 1916, and May 28, 1924.

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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 [1] Dec. 5, 1922	T-1.....SF1	1
2	Oct. 2, 1916	May 31, 1917	Sept. 6, 1919	Oct. 2, 1918	Jan. 7, 1922	Jan. 7, 1922 [1] July 16, 1923	T-2.....SF2	2
3	Oct. 2, 1916	May 21, 1917	May 24, 1919	Dec. 2, 1918	Dec. 7, 1920	Dec. 7, 1920 [1] Nov. 11, 1922	T-3.....SF3	3
4	[2] Mar. 12, 1920	Oct. 20, 1921	July 17, 1924	.....	.....	Oct. 1, 1924	V-1.....SF4	4
5	[2] Mar. 12, 1920	Oct. 20, 1921	.....	.....	.....	.....	V-2.....SF5	5
6	[2] Mar. 12, 1920	Nov. 16, 1921	.....	.....	.....	.....	V-3.....SF6	6
7	.....	.....	.....	.....	.....	.....	V-5.....SF8	7
8	.....	.....	.....	.....	.....	.....	V-6.....SF9	8
9	.....	.....	.....	.....	.....	.....	V-7.....SF10	9
10	.....	.....	.....	.....	.....	.....	V-8.....SF11	10
11	.....	.....	.....	.....	.....	.....	V-9.... SF12	11

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

FLEET SUBMARINES (MINELAYING TYPE) (SM).

	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	[1] July 18, 1924	.....	.....	.....	.....	.....	V-4 .....SM1	1

[1] Date assigned to yard.

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PATROL VESSELS—EAGLES (PE).

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

Name.	Propellers.	Type of engines.	Boilers. (Oil burning.) Number and type.	Boilers. (Oil burning.) Total heating surface.	S. H. P. of main engine only.	Total maximum H. P.	Total weight of machinery (wet).
							Tons.
EAGLE 1 to EAGLE 60....	1	Poole geared turbine.	2 Bureau express....	3,000	[2] 2,500	[4]	93.7

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

[1] Built on basis of cost plus a fixed sum. [2] Estimated. [3] Emergency fund.
[4] Total S. H. P. for the 53 boats on Navy list July 1, 1924: 132,500.

NOTE.—There were under construction 112 vessels of this class, Eagle 1 to Eagle 112.

Contracts for Eagle 61 to Eagle 112 were canceled Nov. 30, 1918	52
Eagle 20 transferred to Coast Guard, Nov. 26, 1919	1
Eagles 16, 21, and 30 transferred to Coast Guard Dec. 19, 1919	3
Eagle 25, sunk June 11, 1920: salvaged and sold Dec. 20, 1921	1
Eagle 17, wrecked; stricken Oct. 11, 1923	1
Eagle 31, sold May 18, 1923	1
Remaining in service July 1, 1924	53
Total	112

(Eagle 22, transferred to Coast Guard Dec. 19, 1919, was returned to the Navy June 22, 1923.)

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PATROL VESSELS—EAGLES (PE).

Length over all.	Full-load displacement.	Draft aft designed full load.	Speed on trial.	Displacement on trial.	Bunker capacity (oil, 40 cu. ft. = 1 ton).	Additional bunker space provided (oil).	Name.
Ft. in.	*Tons.*	*Ft. in.*	*Knots.*	*Tons.*	*Tons.*	*Tons.*	
200 9	[1] 615	[2] 8 6	[3] 18.32	[3] 494	105	45	EAGLE 1 to EAGLE 60.

Turbo-generating sets.					Endurance.	Cruising speed.	Name.
Number.	Kilowatts (each).	Volts.	Type.	Builders.			
					Miles.	*Knots.*	
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.

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

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PATROL VESSELS—EAGLES (PE).

[For dimensions, etc., see pages 148 and 149.]

	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. 14,1918	4
5	EAGLE 5.....PE5	May 28,1918	Sept. 23,1918	.....	Nov. 19,1918	5
6	EAGLE 6.....PE6	June 3,1918	Oct. 16,1918	.....	Nov. 21,1918	6
7	EAGLE 7.....PE7	June 8,1918	Oct. 5,1918	.....	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 18.....PE18	Aug. 5,1918	Feb. 10,1919	Aug. 7,1919	Aug. 7,1919	16
17	EAGLE 19.....PE19	Aug. 6,1918	Jan. 30,1919	June 25,1919	June 25,1919	17
18	EAGLE 22.....PE22	Sept. 5,1918	Feb. 10,1919	July 17,1919	July 17,1919	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 32.....PE32	Nov. 30,1918	Mar. 15,1919	Aug. 30,1919	Sept. 4,1919	25
26	EAGLE 33.....PE33	Dec. 4,1918	Mar. 15,1919	Aug. 30,1919	Sept. 4,1919	26
27	EAGLE 34.....PE34	Jan. 8,1919	Mar. 15,1919	Aug. 29,1919	Sept. 3,1919	27
28	EAGLE 35.....PE35	Jan. 13,1919	Mar. 22,1919	Aug. 21,1919	Aug. 22,1919	28
29	EAGLE 36.....PE36	Jan. 22,1919	Mar. 22,1919	Aug. 18,1919	Aug. 20,1919	29
30	EAGLE 37.....PE37	Jan. 27,1919	Mar. 24,1919	Aug. 29,1919	Sept. 30,1919	30
31	EAGLE 38.....PE38	Jan. 31,1919	Mar. 29,1919	July 30,1919	July 30,1919	31
32	EAGLE 39.....PE39	Feb. 3,1919	Mar. 29,1919	Sept. 10,1919	Sept. 20,1919	32
33	EAGLE 40.....PE40	Feb. 7,1919	Apr. 5,1919	Sept. 15,1919	Oct. 1,1919	33
34	EAGLE 41.....PE41	Feb. 10,1919	Apr. 5,1919	Sept. 15,1919	Sept. 26,1919	34
35	EAGLE 42.....PE42	Feb. 13,1919	May 17,1919	Oct. 3,1919	Oct. 3,1919	35
36	EAGLE 43.....PE43	Feb. 17,1919	May 17,1919	Sept. 18,1919	Oct. 2,1919	36
37	EAGLE 44.....PE44	Feb. 20,1919	May 24,1919	Sept. 30,1919	Oct. 4,1919	37
38	EAGLE 45.....PE45	Feb. 20,1919	May 17,1919	Oct. 2,1919	Oct. 2,1919	38
39	EAGLE 46.....PE46	Feb. 24,1919	May 24,1919	Sept. 29,1919	Oct. 3,1919	39

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PATROL VESSELS—EAGLES (PE).

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

Eagles on Navy list, July 1, 1924: 53; total displacement: 26,500 tons.

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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.
	Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Ft. in.*	*Tons.*	*Ft. in.*
SUBMARINE CHASERS.	105 0	14 8½	5 5½	77	2.3	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).
					Inches.	*Inches.*	
SUBMARINE CHASERS.	3	3 Standard (gas)....	4	6	10	11	[1] 660

[1] Total S. H. P. for the 35 boats on Navy list July 1, 1924: 23,100.

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PATROL VESSELS—SUBMARINE CHASERS (PC).

Highest speed on trial.	Mean displacement on trial.	Battery.	Messes (complement). Wardroom officers.	Chief petty officers.	Other enlisted men.	Date of act authorizing building.	Type.
Knots.	*Tons.*						
[1] 17	[1] 65	1 3", 23 cal.....	2	1	23	[2] Mar. 4, 1917 [2] Oct. 6, 1917	SUBMARINE CHASERS.

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

[1] Estimated. [2] Emergency funds. [3] Approximate.

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 the 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 Frances: 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
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, 435, 438	19
Lost and destroyed: Nos. 23, 53, 58, 60, 117, 132, 184, 187, 209, 219, 256, 282, 340, and 343	14
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
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, 69, 71, 72, 73, 74, 77, 79, 80, 81, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 95, 97, 98, 99, 100, 101, 104, 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, 144, 145, 147, 148, 149, 150, 151, 157, 158, 164, 166, 167, 168, 177, 178, 181, 182, 189, 190, 191, 193, 194, 195, 196, 198, 200, 201, 202, 204, 205, 206, 207, 208, 211, 212, 213, 216, 217, 218, 220, 221, 222, 225, 226, 227, 228, 230, 232, 235, 236, 237, 238, 239, 240, 241, 242, 244, 245, 246, 247, 250, 251, 253, 254, 255, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 269, 270, 272, 273, 277, 278, 283, 284, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 303, 304, 305, 308, 309, 310, 321, 322, 323, 324, 325, 329, 331, 332, 336, 337, 338, 339, 342, 344, 345, 346, 349, 351, 352, 354, 355, 356, 407, 408, 409, 411, 413, 416, 418, 420, 421, 422, 423, 424, 425, 426, 427, 429, 430, 434, 436, 439, 441, 443, 444	243
On sale: Nos. 96, 156, 165, 180, 185	5
Loaned: No. 188 to U. S. Marine Corps, Quantico, Va.; No. 428 to city of Baltimore	2
Remaining in service July 1, 1924	33
Total	448

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PATROL VESSELS—SUBMARINE CHASERS (PC).

[For details of vessels, see pages 152 and 153.]

	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. 102.....PC102	Elco Co., Bayonne, N. J.	72,150.00	Apr. 15, 1917	Mar. 12, 1918	4
5	S. C. 103.....PC103	.....do.....	72,150.00	Apr. 15, 1917	Mar. 7, 1918	5
6	S. C. 143.....PC143	Rocky River D. D. Co., Rocky River, Ohio.	74,150.00	Apr. 16, 1917	Nov. 10, 1917	6
7	S. C. 154.....PC154	Gibbs Gas Eng. Co., Jacksonville, Fla.	65,650.00	Apr. 16, 1917	Feb. 15, 1918	7
8	S. C. 159.....PC159	Vinyard S. B. Co., Milford, Del.	67,650.00	Apr. 16, 1917	Sept. 17, 1917	8
9	S. C. 186.....PC186	International S. B. & M. E. Co., Upper Nyack, N. Y.	68,650.00	Apr. 16, 1917	Apr. 27, 1918	9
10	S. C. 188[1].....PC188	.....do.....	70,650.00	Apr. 16, 1917	May 7, 1918	10
11	S. C. 192.....PC192	General S. B. & Aero Co., Alexandria, Va.	70,900.50	Apr. 10, 1917	Mar. 13, 1918	11
12	S. C. 210.....PC210	Mathis Y. B. Co., Camden, N. J.	71,850.00	Apr. 16, 1917	Mar. 18, 1918	12
13	S. C. 214.....PC214	A. McDonald, Mariners Harbor, Staten Island.	72,479.00	Apr. 16, 1917	Dec. 1, 1917	13
14	S. C. 223.....PC223	New York Y., L. & E. Co., Morris Heights.	72,600.00	Apr. 16, 1917	Dec. 5, 1917	14
15	S. C. 224.....PC224	.....do.....	72,600.00	Apr. 16, 1917	Oct. 27, 1917	15
16	S. C. 229.....PC229	.....do.....	72,600.00	Apr. 16, 1917	Jan. 23, 1918	16
17	S. C. 231.....PC231	.....do.....	72,600.00	Apr. 16, 1917	Feb. 8, 1918	17
18	S. C. 252.....PC252	Camden Anchor-Rockland Machine Co., Camden, Me.	73,650.00	Apr. 16, 1917	Mar. 7, 1918	18

[1] To be scrapped; unsalable; stricken July 2, 1924.

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PATROL VESSELS—SUBMARINE CHASERS (PC).

[For details of vessels, see pages 152 and 153.]

	Name and official number.	Builder.	Contract price, hull and machinery.	Date of contract.	Date of first commission.	
19	S. C. 271.....PC271	Geo. Lawley & Sons, Neponset, Mass.	74,650.00	Apr. 16, 1917	Apr. 1, 1918	19
20	S. C. 285.....PC285	Navy yard, Mare Island.	.....	.....	Apr. 22, 1918	20
21	S. C. 306.....PC306	Navy Yard, Puget Sound, Wash.	.....	.....	Feb. 27, 1918	21
22	S. C. 320.....PC320	Ludcrs Marine Const. Co., Stamford, Conn.	74,650.00	Apr. 16, 1917	Dec. 1, 1917	22
23	S. C. 326.....PC326	Kyle & Purdy, City Island, N. Y.	74,650.00	Apr. 16, 1917	Nov. 14. 1917	23
24	S. C. 328.....PC328	Great Lakes B. B Corp., Milwaukee.	74,650.00	Apr. 16, 1917	Oct. 20, 1917	24
25	S. C. 330.....PC330	Burger Boat Co., Manitowoc.	74,650.00	Apr. 16, 1917	Feb. 8, 1918	25
26	S. C. 341.....PC341	American Car & Foundry Co., Wilmington.	70,650.00	Apr. 30, 1917	Mar. 22, 1918	26
27	S. C. 353.....PC353	College Point Boat Co., College Point, N. Y.	68,650.00	Apr. 30, 1917	Mar. 20, 1918	27
28	S. C. 412.....PC412	Clayton S. & B. B. Co., Clayton, N. Y.	72,000.00	July 15, 1918	May 3, 1919	28
29	S. C. 419.....PC419	Great Lakes B. B. Corp., Milwaukee.	73,250.00	July 15, 1918	[1] Nov. 22, 1918	29
30	S. C. 428[2].....PC428	Mathis Yacht Building Co., Camden, N. J.	69,000.00	July 15, 1918	Jan. 8, 1919	30
31	S. C. 431[2].....PC431	.....do.....	73,250.00	July 15, 1918	Sept. 1, 1921	31
32	S. C. 432.....PC432	Matthews Boat Co., Port Clinton, Ohio.	73,250.00	July 15, 1918	Apr. 1, 1919	32
33	S. C. 433[3].....PC433	.....do.....	73,250.00	July 15, 1918	Sept. 1, 1921	33
34	S. C. 437[3].....PC437	Rocky River D. D. Co., Rocky River, Ohio.	70,250.00	July 15, 1918	Sept. 1, 1921	34
35	S. C. 440.....PC440	Howard E. Wheeler, Brooklyn, N. Y.	71,500.00	July 15, 1918	Jan. 16, 1919	35

[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, 1924: 35; total displacement: 2,695 tons.

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PATROL VESSELS—GUNBOATS (PG).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal, stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	ASHEVILLE.....PG21	241 2	225 0	[1] 41 2½	11 4	1,575	14.3	1,760	12 8⅝	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	[3] 39 8	9 0	1,392	17.1	1,571	10 0	3
4	MONOCACY.....PG20	165 6	160 0	24 6	2 5	190	7.6	204	2 5	4
5	PALOS.....PG16	165 6	160 0	24 6	2 5	190	7.6	204	2 5	5
6	PAMPANGA [2].....PG39	121 0	115 3	17 10	6 6	243	3.8	.....	7 6	6
7	SACRAMENTO.....PG19	226 2	210 0	40 10½	11 6	1,425	13.0	1,592	12 6½	7
8	TULSA PG22	241 2	225 0	[1] 41 2½	11 4	1,575	14.3	1,760	12 8⅝	8
9	VILLALOBOS [4].....PG42	156 2	148 0	23 0	7 6	370	5.1	.....	9 0	9
		Total normal displacement....				7,580				

[1] Extreme breadth. [2] Built of iron. [3] Extreme breadth 40′ 1½″. [4] Composite.

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PATROL VESSELS—GUNBOATS (PG)

	Trial.		Fuel capacity.			Rig.		Name and official number.	
	Displacement.	Speed.	Coal.[1] 42 cubic feet per ton.	Fuel oil. 40 cubic feet per ton.	Fuel oil. Gallons.	Number of funnels.	Masts.		
	Tons.	*Knots.*	*Tons.*	*Tons.*					
1	[2] 1,575	[2] 12.0	180	440	131,670	1	2	ASHEVILLE.....PG21	1
2	.....	[2] 11.0	98	.....	.....	1	Schooner.....	ELCANO PG38	2
3	1,340	15.5	[3] 307	.....	.....	1	1 military.....	HELENA PG9	3
4	[2] 190	[2] 13.25	34	.....	.....	2	1 pole, 1 fighting top.	MONOCACY PG20	4
5	[2] 190	[2] 13.25	34	.....	.....	2	1 pole, 1 fighting top.	PALOS PG16	5
6	.....	[2] 10.0	34	.....	.....	1	1 signal.....	PAMPANGA PG39	6
7	1,395	12.78	[3] 428	.....	.....	1	2 pole, 1 fighting top.	SACRAMENTO PG19	7
8	[2] 1,575	[2] 12.0	.....	440	131,670	1	2	TULSA.....PG22	8
9	.....	[2] 11.0	67	.....	.....	1	Schooner.....	VILLALOBOS.....PG42	9

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

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PATROL VESSELS—GUNBOATS (PG).

	Name.	Number of propellers.	Engines. Type.	Cylinder diameters. H. P.	I. P.	L. P.	Stroke.	Boilers. Number and type.	Total grate surface.	Total heating surface.	Indicated horsepower on trial. Main engines.	Total maximum.	
				In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			
1	ASHEVILLE	1	Parsons turb., red. gear.	....	....	....	....	3 Bu. mod. Thorny.	[1] 98	3,950	[2] 800	.....	1
2	ELCANO	2	Vert., compd.	21½	....	38⅝	18½	2 S. E.	47	1,155	.....	435	2
3	HELENA	2	Vert., 3-exp.	15 7/16	22	33 3/16	18	Bu. mod. Thorny.	163	5,560	1,959	1,988	3
4	MONOCACY	2	Vert., compd.	14	....	26	14	2 B. & W. box.	95	2,900	[2] 800	.....	4
5	PALOS	2	Vert., compd.	14	....	26	14	2 B. & W. box.	95	2,900	[2] 800	.....	5
6	PAMPANGA	2	Vert., compd.	12⅝	....	24½	15	1 S. E.	35	1,197	250	.....	6
7	SACRAMENTO	1	Vert., 3-exp.	16	26½	44	26	2 B. & W.	112	3,800	1,022	.....	7
8	TULSA	1	Parsons geared turb.	....	....	....	....	3 Bu. mod. Thorny.	[1] 99	3,950	[2] 800	.....	8
9	VILLALOBOS	1	Vert., 3-exp.	13	21	35	24	2 S. E.	47	1,080	[2] 450	[3] 550	9
										Total horsepower		7,445	

	Name and official number.	Armament. Guns. Main.	Secondary.	Torpedo tubes. Submerged.	Above water.	
1	ASHEVILLE PG21	3 4", 50 cal.	2 3-pdr.; 2 1-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 3", 23 cal.	.....	.....	.....	4
5	PALOS PG16	2 3", 23 cal.	.....	.....	.....	5
6	PAMPANGA PG39	.....	4 3-pdr.	.....	.....	6
7	SACRAMENTO PG19	3 4", 50 cal.	2 3-pdr.; 2 1-pdr.	.....	.....	7
8	TULSA PG22	3 4", 50 cal.	2 3-pdr.; 2 1-pdr.	.....	.....	8
9	VILLALOBOS PG42	.....	4 3-pdr.	.....	.....	9

[1] Burns coal and oil. [2] Shaft horsepower estimated [3] Estimated

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PATROL VESSELS—GUNBOATS (PG).

	Total weight of machinery (wet).	Electric generating sets. Number.	Kilowatts (each).	Volts.	Type.	Builders.	Name and official number.	
	Tons.							
1	133	2	35	125	[1] 4-35-3400	Terry-Fort Wayne	ASHEVILLE PG21	1
2		1	5	115	D. C.	Winton-Imp. Elect. Co.	ELCANO PG38	2
		1	10	110	4-10-450	Terry-Fort Wayne [3]		
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	2	10	125	[1] BR	Terry-G. E. Co.	PALOS PG16	5
6							PAMPANGA PG39	6
7	162	2	25	125	[1] 2-25-3600	G. E. Co	SACRAMENTO PG19	7
8	133	2	35	125	[1] 4-35-3400	Terry-G. E. Co	TULSA PG22	8
9		1	5	80		Allis Chalmers [2]	VILLALOBOS PG42	9
		1	5	80		G. E. Co.		

	Water-tight deck amidships, total thickness. Flat.	Slope.	Messes (complement). Ward-room officers.	Junior officers.	War-rant officers.	Chief petty officers.	Ma-rines.	Other enlisted men.	Name and official number.	
	In.	*In.*								
1			11			12	25	137	ASHEVILLE PG21	1
2			3			4		88	ELCANO PG38	2
3			12			12	25	150	HELENA PG9	3
4			2			2		44	MONOCACY PG20	4
5			2			2		44	PALOS PG16	5
6			2			2		28	PAMPANGA PG39	6
7			11			12	25	137	SACRAMENTO PG19	7
8			11			14	25	140	TULSA PG22	8
9			2			2		53	VILLALOBOS PG42	9

[1] Turbo-generators. [2] Shanghai Dock & Engine Co. [3] Gasoline motor driven.

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PATROL VESSELS—GUNBOATS (PG).

	Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	ASHEVILLE	Navy yard, Charleston	[1] 1,100,000	Aug. 29, 1916	[2] Aug. 29, 1916	1
2	ELCANO	Carraca, Spain		([3])		2
3	HELENA	Newport News S. B. Co	280,000	Mar. 3, 1893	Jan. 29, 1894	3
4	MONOCACY	Navy yard, Mare Island [4]	[1] 215,000	Mar. 4, 1911		4
5	PALOS	do.[4]	[1] 260,000	May 4, 1898 Aug. 22, 1912		5
6	PAMPANGA	Manila Slip Co., Cavite, P. I.		([3])		6
7	SACRAMENTO	Wm. Cramp & Sons	492,500	Mar. 4, 1911	Sept. 9, 1912	7
8	TULSA	Navy yard, Charleston		Aug. 29, 1916 July 1, 1918	[2] July 2, 1918	8
9	VILLALOBOS	Hongkong & Whampoa Dock Co., Hongkong, China.	([5])	([5])		9

[1] Limit of cost.
[2] Date assigned to yard.
[3] Transferred to the Navy from the Army, Nov. 9, 1899.
[4] Reerected by the Shanghai (China) Dock & Engineering Co., Ltd.
[5] Quiros, Villalobos, and General Alava transferred to the Navy from the Army Feb. 21, 1900, at a cost of $215,000 Mexican.

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PATROL VESSELS—GUNBOATS (PG).

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	June 9, 1917	July 4, 1918	[1] Feb. 20, 1919	.....	July 6, 1920	ASHEVILLE.....	1
2	.....	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 July 10, 1922	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	PALOS.....	5
6	Mar. —, 1887	Feb. —, 1888	[2] 1888	.....	June 8, 1899 Aug. 15, 1917	PAMPANGA.....	6
7	Apr. 30, 1913	Feb. 21, 1914	June 9, 1914	Apr. 26, 1914	Apr. 26, 1914	SACRAMENTO.....	7
8	Dec. 9, 1919	Aug. 25, 1922	.....	.....	Dec. 3, 1923	TULSA.....	8
9	Sept. —, 1895	1896	[2] July —, 1896	.....	Mar. 5, 1900 Aug. 15, 1917	VILLALOBOS.....	9

[1] Expiration of contract period. [2] Date of completion.

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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.
		Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Ft. in.*		
1	ARAMIS[7].....PY7	153 6	22 4	7 6	375	157 6	269	183
2	DESPATCH.....PY8	146 0	22 0	7 2	237	167 9	287	195
3	ISABEL.....PY10	[1]229 11	26 2½	[5]10 4	[5]938	245 3	.....	.....
4	MAYFLOWER.....PY1	275 10	36 0	17 4	2,690	320 7	.....	.....
5	NIAGARA.....PY9	245 0	36 0	17 0	2,600	282 0	1,433	703
6	NOKOMIS.....PY6	203 0	31 10	13 7½	1,265	243 0	872	593
7	SCORPION.....PY3	211 11	28 1	11 0	775	250 11	.....	.....
8	SYLPH.....PY5	[1]123 8	20 0	7 6	152	.....	.....	.....
9	WENONAH (S. P. 165).....PY11	[5]143 5	22 10	10 0	[3]470	163 0	.....	.....
	Total displacement.....				9,502			

	Name.	Number of propellers.	Engines.					Boilers.			Indicated horsepower on trial.	
			Type.	Cylinder diameters. H. P.	I. P.	L. P.	Stroke.	Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.
				In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*		
1	ARAMIS.....	2	{Craig-Diesel, 4-cycle, 6-cylinder; diam. cyl. 12½.....}	...	....	....	15	.....	.....	.....	[2]700	.....
2	DESPATCH.....	2	Vert., 3-exp...	11	16½	26	15	2 Seabury..	84	3,848	[3]740	.....
3	ISABEL.....	2	Parsons turb..	....	....	....	....	2 Normand.	(Oil)	10,750	[2]8,000	[2]8,400
4	MAYFLOWER.....	2	Vert., 3-exp...	22½	38	[4]40	27	2 Thorncroft	(Oil)	9,068	[3]2,400	.....
5	NIAGARA.....	2	Vert., 3-exp...	18	28	45	30	3 B. & W..	66	8,700	1,800	.....
6	NOKOMIS.....	2	Vert., 3-exp...	14	22½	36	24	2 B. & W..	157	6,920	2,000	.....
7	SCORPION.....	2	Vert., 3-exp...	15	24	39	21	4 Yarrow ..	159	8,384	.....	2,800
8	SYLPH.....	1	Vert., 3-exp...	10	16	25	16	2 Almy.....	45	1,588	550	.....
9	WENONAH.....	1	Vert.. 3-exp...	10¾	17	[4]20	18	2 Almy....	71	3,000	500	.....
	Total horsepower.....											19,890

[1] On water line.
[2] Shaft horsepower.
[3] Estimated.
[4] Two low-pressure cylinders.
[5] Full load.
[6] Registered
[7] Aramis transferred to district craft, unclassified, Sept. 8, 1924.

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PATROL VESSELS—CONVERTED YACHTS (PY).

	Maximum speed.	Fuel capacity: Coal. 42 cubic feet per ton.	Fuel capacity: Fuel oil. 40 cubic feet per ton.	Fuel capacity: Fuel oil. Gallons.	Messes (complement). Officers.	Messes (complement). Chief petty officers.	Messes (complement). Other enlisted men.	Name and official number.	
	Knots.								
1	13.00	.....	25	7,500	6	2	45	ARAMIS.....PY7	1
2	16.3	60	.....	.....	2	2	47	DESPATCH.....PY8	2
3	[1] 26	.....	216	64,900	7	10	73	ISABEL.....PY10	3
4	14.5	.....	455	136,073	11	21	[3] 130	MAYFLOWER.....PY1	4
5	13.0	400	.....	.....	11	11	139	NIAGARA.....PY9	5
6	16.0	350	.....	.....	11	4	77	NOKOMIS.....PY6	6
7	17.85	136	.....	.....	8	7	77	SCORPION.....PY3	7
8	15.0	48	.....	.....	2	4	27	SYLPH.....PY5	8
9	12.0	46	.....	.....	2	4	61	WENONAH.....PY11	9

	Total weight of machinery (wet).	Electric generating sets. Number.	Kilowatts (each).	Volts.	Builders.	Rig. Number of funnels.	Masts.	Name.	
1	.....	1 1	10 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] 2 10	110	.....do.....	2	2	ISABEL.....	3
4	.....	[2] 2	25	125	Terry-Diehl.....	1	2	MAYFLOWER.....	4
5	.....	[2] 2	35	125	De Laval-Sprague.....	1	3	NIAGARA.....	5
6	.....	[2] 1 [2] 1	17 25	110 125	Terry-G. E. Co..... Westinghouse.....	1	2	NOKOMIS.....	6
7	.....	2	15	110	General Electric Co	1	2	SCORPION	7
8	.....	1	10	125	.....do.....	1	2	SYLPH.....	8
9	.....	1	10	125	.....do.....	1	2	WENONAH.....	9

[1] Estimated. [2] Turbo. [3] Mayflower also has 21 marines.

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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	WENONAH PY11	George Lawley & Sons, Neponset, Mass.....	.....	9

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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	[1] July 3, 1917	Nov. 2, 1917 [4] Oct. 6, 1921	1916	ARAMIS PY7	1
2	2 3-pdr.....	112,000	[1] Aug. 6, 1917	Aug. 11, 1917 [4] Dec. 9, 1922	1913	DESPATCH PY8	2
3	2 3", 50 cal; 2 3", 23 cal. A. A.; 2 3-pdr.	611,553	[1] 1917	Dec. 28, 1917 July 18, 1921	1917	ISABEL PY10	3
4	4 6-pdr. R. F.....	430,000	[1] Mar. 19, 1898	July 25, 1905	1896	MAYFLOWER PY1	4
5	4 4", 50 cal.; 2 3-pdr.	175,000	[1] Aug. 10, 1917	Apr. 16, 1918 June 24, 1924	1898	NIAGARA PY9	5
6	4 6-pdr.....	510,000	[1] June 1, 1917	Dec. 3, 1917 July 25, 1921	1917	NOKOMIS PY6	6
7	2 6-pdr.....	300,000	[1] Apr. 7, 1898	Apr. 11, 1898	1896	SCORPION.....PY3	7
8	.....	50,000	[1] June —, 1898	Aug. 18, 1898	1898	SYLPH PY5	8
9	.....	145,000	[2]	[3]	1915	WENONAH.....PY11	9

[1] Date of purchase.
[2] Returned to Navy, November, 1922, from Department of Commerce (Coast and Geodetic Survey).
[3] Out of commission.

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AUXILIARIES—DESTROYER TENDERS (AD).

	Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	ALTAIR.....AD11	423 9	410 5½	54 0	[1] 27 2¾	[1] 13,925	46.8	.....	.....	1
2	BLACK HAWK[2].....AD9	420 2½	[3] 404 6	53 9	28 5	13,500	43.7	.....	.....	2
3	BRIDGEPORT[2].....AD10 *ex-AR2*	447 4½	429 4	54 4	24 7½	[4] 11,750	45.7	.....	29 2	3
4	BUFFALO.....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 2¾	[1] 13,925	46.8	.....	.....	5
6	DOBBIN[2].....AD3	483 10	460 0	61 1	21 0½	10,600	49.7	.....	.....	6
7	MELVILLE[2].....AD2	417 3	400 0	[5] 54 5½	20 0	7,150	36.9	.....	.....	7
8	RIGEL.....AD13	423 9	410 5½	54 0	[1] 27 2¾	[1] 13,925	46.8	.....	.....	8
9	WHITNEY[2].....AD4	483 10	460 0	61 0	21 0½	10,600	49.7	.....	.....	9
					Total displacement.....	101,900				

[1] Loaded summer draft and displacement.
[2] Flagship.
[3] Registered.
[4] Full load.
[5] Extreme.

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AUXILIARIES—DESTROYER TENDERS (AD).

	Speed.	Tonnage. United States Register. Gross.	Tonnage. United States Register. Net.	Tonnage. Panama Canal. Gross.	Tonnage. Panama Canal. Net.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
	Knots.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*		
1	10.5	7,068	4,543	7,498	5,002	[1] 1,097	ALTAIR.....AD11	1
2	13.0	[5] 6,381	[5] 3,857	.....	.....	[1] 2,108	BLACK HAWK.....AD9	2
3	12.5	8,005	3,710	8,080	3,780	1,060	BRIDGEPORT.....AD10	3
4	14.5	.....	.....	.....	.....	[2] 1,048	BUFFALO.....AD8	4
5	10.5	6,985	4,586	7,567	4,839	[1] 1,097	DENEBOLA.....AD12	5
6	[3] 16.0	8,154	5,294	9,186	6,000	[1] 1,107	DOBBIN.....AD3	6
7	15.09	5,522	3,126	5,567	3,092	[1] 930	MELVILLE.....AD2	7
8	10.5	7,052	4,538	7,482	4,998	[1] 1,097	RIGEL.....AD13	8
9	[3] 16.0	8,154	5,294	9,186	6,000	[1] 1,107	WHITNEY.....AD4	9

	Armament.	Rig. Number of funnels.	Rig. Masts.	Complement. Officers.	Complement. Chief petty officers.	Complement. Other enlisted men.	Name.	
1	[4] 4 5″, 51 cal.; 4 3″, 50 cal. A. A.; 2 6-pdr.	1	2.....	31	42	408	ALTAIR.....	1
2	4 5″, 51 cal.; 2 3-pdr. saluting; 2 1-pdr	1	2.....	31	40	400	BLACK HAWK.....	2
3	[4] 8 5″, 51 cal.; 4-3″, 50 cal. A. A.....	1	2.....	32	45	475	BRIDGEPORT.....	3
4	6 4″, 40 cal.; 4 3-pdr.....	1	2.....	31	30	370	BUFFALO.....	4
5	[4] 4 5″, 51 cal.; 4 3″, 50 cal. A. A.; 2 6-pdr.	1	2.....	31	42	408	DENEBOLA	5
6	[4] 8 5″, 51 cal.; 4 3″, 50 cal. A. A.; 2 6-pdr.; 2 21″ torpedo tubes.	1	2.....	36	36	380	DOBBIN.....	6
7	8 5″, 51 cal.; 1 3″, 50 cal. A. A.; 2 3-pdr.	1	2.....	41	41	391	MELVILLE.....	7
8	[4] 4 5″, 51 cal. 4 3″, 50 cal. A. A.....	1	2.....	31	42	458	RIGEL.....	8
9	[4] 8 5″, 51 cal.; 4 3″, 50 cal. A. A.; 2 6-pdr.; 2 21″ torpedo tubes.	1	2.....	36	36	380	WHITNEY.....	9

[1] Tons of fuel oil, 40 cubic feet per ton.
[2] Calculated to 6 inches below beams.
[3] Estimated.
[4] Authorized battery; guns not on board.
[5] Tonnage before acquired by Navy.

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AUXILIARIES—DESTROYER TENDERS (AD).

	Name.	Number of propellers.	Engines. Type.	Cylinder diameters. H. P.	I. P.	L. P.	Stroke.	Boilers. Number and type.	Total grate surface.	Total heating surface.	Indicated horsepower on trial. Main engines.	Total maximum.	
				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	61¾	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	[1] 3,600	.....	4
5	DENEBOLA	1	Curtis geared turb.	...	....	....	....	3 S. E.	(Oil) 206	7,500	[2] 2,500	.....	5
6	DOBBIN	1	Parsons geared turbine.	...	....	....	....	2 Bu. Mod. Thorny.	(Oil)	14,400	[1 2] 7,000	.....	6
7	MELVILLE	1	Parsons geared turbine.	...	....	....	....	2 B. & W.	(Oil)	7,500	[2] 4,000	.....	7
8	RIGEL	1	Curtis geared turb.	...	....	....	....	3 S. E.	(Oil) 206	7,500	2,500	.....	8
9	WHITNEY	1	Parsons geared turbine.	...	....	....	....	2 Bu. Mod. Thorny.	(Oil)	14,400	[1 2] 7,000	.....	9
	Total horsepower											36,106	

	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	[3] 1,900,000		[5] Dec. 13, 1917	2
3	BRIDGEPORT	Bremer Vulcan, Vegesack, Germany.			[4] 1917	3
4	BUFFALO	Newport News S. B. & D. D. Co.	[3] 575,000		[5] July 11, 1898	4
5	DENEBOLA	Skinner & Eddy, Seattle		[9] Oct. 29, 1921		5
6	DOBBIN	Navy yard, Philadelphia	[6] 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	RIGEL	Skinner & Eddy, Seattle		[9] Oct. 29, 1921		8
9	WHITNEY	Navy yard, Boston, Mass.	([10])	[7] July 1, 1918	[8] Dec. 6, 1919	9

[1] Estimated.
[2] Shaft horsepower.
[3] Purchase price.
[4] Date acquired.
[5] Date of purchase.
[6] Limit of cost.
[7] Together with act of Aug. 29, 1916.
[8] Date assigned to yard.
[9] Date of Executive Order authorizing transfer from U. S. Shipping Board.
[10] No limit of cost.

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AUXILIARIES—DESTROYER TENDERS (AD).

	Total weight of machinery (wet).	Electric generating sets. Number.	Kilowatts (each).	Volts.	Type.	Builders.	Name and official number.	
	Tons.							
1	.....	2	15	110	MP. 6-15-425..	G.E. Co.....	ALTAIR.....AD11	1
		[1]1	200	125	6-200-$\frac{450}{720}$.....	Moore-G. E. Co.....		
		[1]1	100	125	4-100-2400.....	G. E. Co.....		
		1	50	125	8-50-400.....	Sturte-G. E. Co.....		
2	.....	[1]4	35	125	CC.....	G. E. Co.....	BLACK HAWK.....AD9	2
3	.....	[1]2	100	125	6-100-1200.....	....do.....	BRIDGEPORT.....AD10	3
		[1]1	35	110	2-35-3600.....			
4	.....	[1]2	100	125	RC-17-6-100-1200	....do.....	BUFFALO.....AD8	4
		[1]1	35	125	CC 2- 35-3600			
5	.....	[1]1	200	125	6-200-$\frac{450}{720}$.....	Moore-G. E. Co.....	DENEBOLA.....AD12	5
		[1]1	100	125	4-101-2400.....	G. E. Co.....		
		1	50	125	8-50-400.....	Sturte-G. E. Co.....		
6	[2]650	[1]1	100	125	MPC=6$\frac{300}{1200}$.....	Moore-G. E. Co.....	DOBBIN.....AD3	6
		[1]2	200	125	MPC-6$\frac{300}{1200}$.....			
7	509	[1]2	150	125	6-150-$\frac{600}{800}$-	Westinghouse.....	MELVILLE.....AD2	7
8	.....	2	15	110	MP. 6-15-425..	G. E. Co.....	RIGEL.....AD13	8
		[1]1	200	125	6-200-$\frac{450}{720}$.....	Moore-G. E. Co.....		
		[1]1	100	125	4-100-2400.....	G. E. Co.....		
		1	50	125	8-50-400.....	Sturte-G. E. Co.....		
9	[2]650	[1]2	200	125	MPC6-200$\frac{300}{1200}$	G. E. Co.....	WHITNEY.....AD4	9
		[1]1	100		MPC6-100$\frac{300}{1200}$			

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	.....	[3]1919	.....	[4]Dec. 5, 1921	Dec. 6, 1921	ALTAIR.....	1
2	.....	[3]1913	.....	.....	May 15, 1918	BLACK HAWK.....	2
3	.....	Aug. 14, 1901	.....	.....	Aug. 25, 1917	BRIDGEPORT.....	3
4	.....	[3]1892	.....	.....	July 18, 1898 [5]Nov. 15, 1922	BUFFALO.....	4
5	.....	[3]1919	.....	.....	Nov. 28, 1921 [5]Aug. 9, 1924	DENEBOLA.....	5
6	Dec. 23, 1919	May 5, 1921	.....	.....	July 23, 1924	DOBBIN.....	6
7	Nov. 11, 1913	Mar. 2, 1915	June 20, 1915	Dec. 2, 1915	Dec. 3, 1915	MELVILLE.....	7
8	.....	[3]1918	.....	[4]Nov. 16, 1921	Feb. 24, 1922	RIGEL.....	8
9	Apr. 23, 1921	Oct. 12, 1923	.....	.....	Sept. 2, 1924	WHITNEY.....	9

[1] Turbo.
[2] Estimated.
[3] Year built.
[4] Date taken over from Shipping Board.
[5] Date placed out of commission.

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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.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	ARGONNE..(*ex-A P4*) AS10	448 0	448 0	58 0	[5] 28 0⅜	13,400	46.7	.....	.....	1
2	BEAVER[1].....AS5	380 0	[1]357 6	47 0	19 6	5,970	30.5	.....	21 0	2
3	BUSHNELL[1].....AS2	350 6	300 0	45 8	15 0	3,580	23.0	.....	.....	3
4	CAMDEN[2].....AS6	403 8	389 2	48 0	22 4	[4] 9,000	37.5	.....	24 0	4
5	CANOPUS[2].....AS9	373 8⅜	360 0	51 6	[3] 24 6½	[3] 9,325	35.3	.....	.....	5
6	FULTON[1].....AS1	226 6	216 0	35 0	13 0	1,408	12.4	.....	.....	6
7	HOLLAND[2].....AS3	506 0	460 0	61 1	21 0½	10,600	49.1	.....	.....	7
8	RAINBOW[1].....AS7	351 10	326 0	41 0	17 2	4,360	26.5	.....	.....	8
9	SAVANNAH[2].....AS8	414 6	400 0	46 1	26 5	10,800	37.5	.....	.....	9
				Total displacement..		68,443				

[1] Registered.
[2] Flagship.
[3] Loaded summer draft and displacement.
[4] Estimated.
[5] Maximum.

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AUXILIARIES—SUBMARINE TENDERS (AS).

	Speed.	Tonnage. United States Register. Gross.	Tonnage. United States Register. Net.	Tonnage. Panama Canal. Gross.	Tonnage. Panama Canal. Net.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
	Knots.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*		
1	15	7,555	3,908	8,046	5,212	[2] 1,473	ARGONNE.....AS10	1
2	16.5	4,461	2,425	4,836	2,742	[2] 530	BEAVER.....AS5	2
3	14.15	2,869	1,496	2,948	1,315	[2] 728	BUSHNELL.....AS2	3
4	12	4,752	2,360	5,227	2,586	975	CAMDEN.....AS6	4
5	13	5,506	2,900	6,216	3,791	[2] 1,277	CANOPUS.....AS9	5
6	12.34	1,173	345	1,276	432	[2] 234	FULTON.....AS1	6
7	[1] 16	.....	.....	.....	.....	[2] 1,050	HOLLAND.....AS3	7
8	[1] 12	3,696	1,474	3,908	1,838	1,218	RAINBOW.....AS7	8
9	10.5	5,755	2,614	6,157	2,965	1,230	SAVANNAH.....AS8	9

	Armament.	Rig. Number of funnels.	Rig. Masts.	Complement. Officers.	Complement. Chief petty officers.	Complement. Other enlisted men	Name.	
1	.....	1	2.....	32	25	287	ARGONNE	1
2	4 5", 51 cal.; 2 1-pdr.....	1	2.....	32	25	293	BEAVER.....	2
3	4 5", 51 cal.....	1	2.....	24	19	174	BUSHNELL.....	3
4	4 4", 50 cal; 2 1-pdr.....	2	2.....	32	25	301	CAMDEN.....	4
5	[4] 2 5"/51 cal., 4 3"/50 cal. A. A.; 2 3-pdr..	1	2.....	32	25	260	CANOPUS.....	5
6	2 3", 50 cal.; 1 1-pdr.....	1	2.....	24	16	118	FULTON.....	6
7	[3] 8 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr.; 1 21" submerged torpedo tube.	1	2.....	32	25	341	HOLLAND.....	7
8	2 5", 40 cal.;.....	1	2.....	30	25	295	RAINBOW.....	8
9	4 5", 40 cal.; [3] 4 3"/50 cal. A. A.; 2-3 pdr.	1	2.....	32	26	325	SAVANNAH.....	9

[1] Estimated.
[2] Tons fuel oil; 40 cubic feet per ton.
[3] Authorized battery—Guns not on board.

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AUXILIARIES—SUBMARINE TENDERS (AS).

	Name and official number.	Number of propellers.	Engines. Type.	Cylinder diameters. H. P.	I. P.	L. P.	Stroke.	Boilers. Number and type.	Total grate surface.	Total heating surface.	Indicated horsepower on trial. Main engines.	Total maximum.	
				In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			
1	ARGONNE..AS10	1	Curtis gr'd turb	....	....	....	....	6 B. & W.	(Oil)	17,400	[1,2] 6,000	.....	1
2	BEAVER.....AS5	1	Vert., 3-exp...	31	50	84	54	6 S. E. 1 aux.	(Oil)	12,660	4,500	.....	2
3	BUSHNELL...AS2	1	Parsons geared turb.	....	....	....	....	2 Yarrow...	(Oil)	5,120	[2] 2,617	.....	3
4	CAMDEN.....AS6	1	Vert., 4-exp...	24½	50 34⅜	74	53⅞	4. B. & W..	264	10,568	2,550	2,850	4
5	CANOPUS....AS9	1	Vert., 4-exp...	25½	55½ 38½	81	54	4 S. E.....	(Oil)	8,957	3,858	.....	5
6	FULTON.....AS1	1	Diesel 2 cycle, 6-cyl., 17½" diam.	....	....	....	....	1 Bu. Exp.	(Oil)	1,500	[1,2] 1,000	.....	6
7	HOLLAND ...AS3	1	Parsons geared turb.	....	....	....	....	2 Bu. Mod. Thorny.	(Oil)	14,400	[1,2] 7,000	.....	7
8	RAINBOW...AS7	1	Vert., 3-exp..	28	44	72	48	2 D. E.....	246	6,400	[1] 1,800	.....	8
9	SAVANNAH..AS8	1	Vert., 3-exp...	26½	44	72	48	4 B. & W..	264	10,568	[1] 2,000	.....	9
	Total horsepower											31,625	

	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	ARGONNE..AS10	American Intern'l. S. B. Corp., Hog Island, Pa.	.....	[10]	.....	1
2	BEAVER AS5	Newport News S. B. & D. D. Co..	[3] 1,300,000	.....	[4] July 1,1918	2
3	BUSHNELL ..AS2	Seattle Construction & D. D. Co..	935,695	Aug. 22,1912	June 30,1913	3
4	CAMDEN AS6	Flensburger Co., Germany	.....	.....	[5] 1917	4
5	CANOPUS AS9	New York S. B. Co.....	.....	[9] Oct. 29,1921	.....	5
6	FULTON AS1	New London Ship & Engine Co..	492,930	Mar. 4,1911	June 19,1912	6
7	HOLLAND ...AS3	Navy yard, Puget Sound.....	[6] 3,400,000	[7] Mar. 4,1917	[8] Dec. 6,1919	7
8	RAINBOW ...AS7	James Laing, Sunderland, Eng..	[3] 176,260	.....	[4] June 29,1898	8
9	SAVANNAH ..AS8	Flensburger Co., Germany.....	.....	.....	[5] 1917	9

[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.
[10] Transferred from War Dept. Nov. 3, 1921, as a loan, and to Navy ownership by Executive order of Aug. 6, 1924.

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AUXILIARIES—SUBMARINE TENDERS (AS).

	Total weight of machinery (wet).	Electric turbo generating sets.					Name and official number.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
1	.....	3	25	125	M. P. 6.25- 4D ..	G. E. Co.	ARGONNE AS10	1
		1	50		S K	Westinghouse.....		
		1	6		B	Mathews—G. E. Co.....		
2	.....	2	35	125	2- 35-3600	General Electric Co	BEAVER.....AS5	2
		1	100	125	6-100-1200			
		1	400	275	M.P.C.6-400-1000			
3	322	2	300	[2] 550	C.C 6-300-1500	Parsons-General Electric Co ..	BUSHNELL.....AS2	3
		2	50	125				
4	.....	2	35	125	2- 35-3600	General Electric Co.....	CAMDEN.....AS6	4
		1	100	125	6-100-1200			
		2	400	275	M.P.C. 6-400-1000			
5	.....	4	25	[1] 110	M. P. 6-25-400	General Electric Co.	CANOPUS.....AS9	5
		1	400	275	M. PC.	General Electric Co.		
		2	50	[1] 125	8- 50-400	Sturtevant-General Electric Co.		
6	135	1	50	[1] 125	6-50-400	Nelseco-Thresher[3].	FULTON.....AS1	6
		1	35	125	C.C.2.....	Curtis-General Electric Co....		
		1	35	125	B.R	Kerr-General Electric Co.....		
		2	164	248	Sub. type.....	Diesel		
7	[2] 576	2	400	125	6-400-1000	General Electric Co.....	HOLLAND.....AS3	7
		2	200					
		1	100					
8	.....	1	100	125	R.C.17	General Electric Co	RAINBOW.....AS7	8
		2	35	{125 / 135}	2-35-3600			
		1	400	350	M.P.C.6-400-1,000			
9	.....	2	35	110	C.C.2-35-3600	General Electric Co.....	SAVANNAH.....AS8	9
		1	200	125	K-15	Kerr-Diehl.....		
		2	400	275	M.P.C.6-400-1,000	General Electric Co.....		

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
1	.....	[4] 1920	.....	[5] Nov. 3, 1921	Nov. 8, 1921	ARGONNE....AS10	1
2	.....	1910	.....	.....	Oct. 1, 1918	BEAVER.....AS5	2
3	Jan. 3, 1914	Feb. 9, 1915	Mar. 30, 1915	Nov. 30, 1915	Nov. 24, 1915	BUSHNELL....AS2	3
4	.....	1900	.....	.....	Aug. 15, 1917 Feb. 21, 1919	CAMDEN.....AS6	4
5	.....	[4] 1919	.....	[6] Nov. 22, 1921	Jan. 24, 1922	CANOPUS.....AS9	5
6	Oct. 2, 1913	June 6, 1914	June 19, 1914	Dec. 2, 1914	Dec. 7, 1914	FULTON.....AS1	6
7	Apr. 11, 1921	.....	.....	.....	.....	HOLLAND.....AS3	7
8	.....	1890	.....	.....	July 18, 1898 Mar. 9, 1918	RAINBOW.....AS7	8
9	.....	June 3, 1899	.....	.....	Nov. 3, 1917 Jan. 14, 1918	SAVANNAH....AS8	9

[1] Reciprocating engine.
[2] Estimated.
[3] Generator from B. S. Virginia.
[4] Year built.
[5] Date taken over from War Dept.
[6] Date taken over from Shipping Board.

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AUXILIARIES—HEAVIER-THAN-AIR AIRCRAFT TENDER (AV).

	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.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	WRIGHT[3].....AV1	448 0	448 0	58 0	24 6	11,500	44.8	11,500	27 10	1

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

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

[1] Estimated.
[2] 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.
[3] Fitted as flagship.

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AUXILIARIES—HEAVIER-THAN-AIR AIRCRAFT TENDER (AV.)

	Speed.	Tonnage. United States Register. Gross.	Tonnage. United States Register. Net.	Tonnage. Panama Canal. Gross.	Tonnage. Panama Canal. Net.	Fuel capacity (oil) (40 cubic feet per ton).	Name and official number.	
	Knots.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*		
1	[1] 15.0	9,193	3,943	9,661	4,450	1,629	WRIGHT.....AV1	1

	Total weight of machinery (wet).	Electric turbo-generating sets. Number.	Kilowatts (each).	Volts.	Type.	Builders.	Name.	
	Tons.							
1	.....	3	200	125	.....	Westinghouse.....	WRIGHT.....AV1	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. Number of funnels.	Rig. Masts.	Complement. Officers.	Complement. Chief petty officers.	Complement. Other enlisted men.	Name.	
1	2 5″, 51 cal.; 2 3″, 50 cal. A.A.....	1	2.....	27	25	259	WRIGHT.....	1

[1] Estimated.

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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 aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	MEDUSA.....AR1	483 10⅛	460 0	70 0	18 11¾	10,000	53.2	.....	.....	1
2	PROMETHEUS.....AR3	465 9	450 0	60 1	18 0	[1] 8,100	45.5	.....	.....	2
3	VESTAL.....AR4	465 9	450 0	60 1	18 0	[1] 8,100	45.5	.....	.....	3
	Total displacement.....					26,200				

[1] Full load.

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AUXILIARIES—REPAIR SHIPS (AR).

	Speed.	Tonnage. United States Register. Gross.	Tonnage. United States Register. Net.	Tonnage. Panama Canal. Gross.	Tonnage. Panama Canal. Net.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
	Knots.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*		
1	[1] 16	10,715	6,741	12,103	7,775	[2] 1,834	MEDUSA AR1	1
2	[1] 16	6,689	3,712	6,863	3,747	[2] 872	PROMETHEUS AR3	2
3	[1] 16	6,691	3,714	6,933	3,771	1,412	VESTAL AR4	3

	Armament.	Rig. Number of funnels.	Rig. Masts.	Complement. Officers.	Complement. Chief petty officers.	Complement. Other enlisted men.	Name.	
1	[3] 4 5", 51 cal.; 2 3", 50 cal. A. A.; 2 6-pdr., saluting.	1	2	32	58	376	MEDUSA.....	1
2	4 5", 50 cal.....	1	2	32	58	376	PROMETHEUS.....	2
3	4 5", 50 cal.; 1 3", 50 cal. A. A.....	1	2	32	58	376	VESTAL.....	3

[1] Estimated. [2] Tons of fuel oil (40 cu. ft. per ton). [3] Authorized battery; guns not on board.

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AUXILIARIES—REPAIR SHIPS (AR).

	Name.	No. of propellers.	Engines. Type.	Cylinder diameters. H. P.	I. P.	L. P.	Stroke.	Boilers. Number and type.	Total grate surface.	Total heating surface.	Indicated horsepower on trial. Main engines.	Total maximum.	
				In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			
1	MEDUSA	1	Parsons geared turb.	...	....	....	....	2 Bu. Mod. Thorny.	(Oil)	14,400	[1] 27,000	.....	1
2	PROMETHEUS	2	Vert., 3-exp...	28	44½	75	54	6 B. & W...	(Oil)	[2] 19,974	[1] 7,500	.....	2
3	VESTAL	2	Vert., 3-exp...	28	44½	75	54	6 B. & W...	493	[2] 19,974	[1] 7,500	.....	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	(7)	[5] July 1, 1918	[6] Apr. 25, 1920	1
2	PROMETHEUS	Navy yard, Mare Island	[4] 1,550,000	Apr. 27, 1904	[6] July 12, 1906	2
3	VESTAL	Navy yard, New York	[4] 1,550,000	Apr. 27, 1904	[6] July 12, 1906	3

[1] Estimated.
[2] Shaft horsepower.
[3] Superheat, 2,724 square feet.
[4] Limit of cost.
[5] Together with act of Aug. 29, 1916.
[6] Date assigned to yard.
[7] No limit of cost.

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AUXILIARIES—REPAIR SHIPS (AR).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
1	[1] 807	2 2	300 100	125 125	8–300–$\frac{4000}{780}$ 6–100–$\frac{2000}{1200}$	General Electric Co.	MEDUSA.....AR1	1
2	1,100	[2] 2 2	32 100	125 125	8– 32– 400 K–11	.....do..... Terry-Diehl.	PROMETHEUS.....AR3	2
3	1,021	[2] 2 2	100 50	125	6–100–1200 CC–4	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	Apr. 16, 1923	.....	.....	Sept. 18, 1924	MEDUSA.....	1
2	Oct. 18, 1907	Dec. 5, 1908	[3] Aug. 1, 1909	.....	Jan. 15, 1910 Dec. 23, 1914	PROMETHEUS.....	2
3	Mar. 25, 1907	May 19, 1908	[3] Aug. 1, 1909	.....	Oct. 4, 1909 Sept. 3, 1917	VESTAL.....	3

[1] Estimated. [2] Reciprocating engine. [3] Expiration of construction period.

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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.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	ARCTIC.....AF7	416 6	402 6	53 0	[1] 26 4½	[1] 12,600	43.2	.....	.....	1
2	BOREAS.....AF8	416 6	402 6	53 0	[1] 26 4½	[1] 12,600	43.2	.....	.....	2
3	BRIDGE [2].....AF1	422 11	400 0	55 2½	20 8	8,500	41.8	.....	.....	3
4	RAPPAHANNOCK.....AF6	497 9	471 2	59 2	25 9	15,200	52.7	.....	.....	4
5	YUKON.....AF9	416 6	402 6	53 0	[1] 26 4½	[1] 12,600	43.2	.....	.....	5
	Total displacement.....					61,500				

[1] Loaded summer draft and displacement. [2] Has towing machine.

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AUXILIARIES—STORESHIPS (AF).

	Speed.	Tonnage. United States Register. Gross.	Tonnage. United States Register. Net.	Tonnage. Panama Canal. Gross.	Tonnage. Panama Canal. Net.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
	Knots.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*		
1	11	5,975	3,913	6,522	4,309	[1] 1,794	ARCTIC.....AF7	1
2	11	[3] 6,100	[3] 4,585	.....	.....	[1] 1,794	BOREAS.....AF8	2
3	14	6,357	3,394	6,631	3,869	[1] 1,000	BRIDGE.....AF1	3
4	11.5	8,680	4,688	9,020	5,457	3,060	RAPPAHANNOCK.....AF6	4
5	11	[3] 5,969	[3] 4,365	.....	.....	[1] 1,794	YUKON.....AF9	5

	Armament.	Rig. Number of funnels.	Rig. Masts.	Complement. Officers.	Complement. Chief petty officers.	Complement. Other enlisted men.	Name.	
1	[2] 2 5", 51 cal.; 4 3", 50 cal. A. A.....	1	2	23	18	170	ARCTIC.....	1
2	[2] 2 5", 51 cal.; 4 3", 50 cal. A. A.....	1	2	23	18	139	BOREAS.....	2
3	4 5", 50 cal.; 1 3", 50 cal. A. A.....	1	2	23	18	171	BRIDGE.....	3
4	[2] 4 5", 51 cal.; 1 3", 50 cal. A. A	1	2.....	23	18	250	RAPPAHANNOCK...	4
5	[2] 2 5", 51 cal.; 4 3", 50 cal. A. A.....	1	2	23	12	131	YUKON.....	5

[1] Fuel oil (40 cu. ft. per ton.) [2] Authorized; not on board. [3] Tonnage before acquired by Navy.

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AUXILIARIES—STORESHIPS (AF).

	Name.	No. of propellers.	Engines. Type.	Cylinder diameters. H. P.	I. P.	L. P.	Stroke.	Boilers. Number and type.	Total grate surface.	Total heating surface.	Indicated horsepower on trial. Main engines.	Total maximum.	
				In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			
1	ARCTIC	1	Parsons, geared turb.	....	....	....	....	4 Heine	(Oil)	11,500	[1] 2,800	.....	1
2	BOREAS	1	Curtis	....	....	....	....	4 Heine	(Oil)	11,500	[1] 2,800	.....	2
3	BRIDGE	2	Vert., 3-exp	21 1/16	37	63 1/2	48	3 Ward	(Oil)	11,400	4,000	.....	3
4	RAPPAHANNOCK	1	Vert., 3-exp	32 1/2	52 1/2	86 3/4	55 1/8	4 S. E.	271	11,030	4,580	4,850	4
5	YUKON	1	Parsons, geared turb.	....	....	....	....	3 S. E.	(Oil)	11,500	[1] 2,800	.....	5
	Total horsepower											17,250	

	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.	.....	[2] Oct. 29, 1921	.....	1
2	BOREAS	.....do.....	.....	.....do [2].....	.....	2
3	BRIDGE	Navy yard, Boston	[3] 1,425,000	Mar. 4, 1913	[4] Feb. 19, 1914	3
4	RAPPAHANNOCK	Bremer Vulkan, Vegesach, Germany.	.....	.....	[5] Dec. 7, 1917	4
5	YUKON	Moore S. B. Co., Oakland, Calif.	.....	[2] Oct. 29, 1921	.....	5

[1] Estimated S. H. P.
[2] Date of Executive order authorizing transfer from U. S. Shipping Board.
[3] Limit of cost.
[4] Date assigned to yard.
[5] Date acquired.

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AUXILIARIES—STORESHIPS (AF).

	Total weight of machinery (wet).	Electric generating sets. No.	Kilowatts (each).	Volts.	Type.	Builders.	Name and official number.	
	Tons.							
1	.....	2	35	125	[1] B. B.	Kerr-G. E. Co.....	ARCTIC.....AF7	1
2	.....	2	15	125	[1] B. R.	.....do.....	BOREAS.....AF8	2
3	.....	2	50	125	[1] 8-50-$\frac{1800}{1800}$	Westinghouse.....	BRIDGE.....AF1	3
4	.....	2	35	125	[1] B. R.	Kerr-G. E. Co.....	RAPPAHANNOCK.....AF6	4
5	.....	2	15	125	[1] B. R.	Moore-G. E. Co.....	YUKON.....AF9	5

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	.....	[2] 1919	.....	[3] Nov. 4, 1921	Nov. 7, 1921	ARCTIC.....	1
2	.....	[2] 1919	.....	[3] Dec. 6, 1921	([4])	BOREAS.....	2
3	June 12, 1915	May 18, 1916	.....	.....	June 2, 1917	BRIDGE.....	3
4	.....	[2] 1913	.....	.....	Dec. 8, 1917	RAPPAHANNOCK....	4
5	.....	[2] 1920	.....	[3] Nov. 14, 1921	Dec. 6, 1921 [5] Apr. 14, 1922	YUKON.....	5

[1] Turbo.
[2] Year built.
[3] Date taken over from Shipping Board.
[4] Remained out of commission after transfer to Navy.
[5] Date placed out of commission.

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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.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	JASON.....AC12	536 0	514 0	[1] 65 0	27 8	19,250	64.1	.....	.....	1
2	NEPTUNE.....AC8	542 0	520 0	[1] 65 0	27 8	19,480	64.8	.....	.....	2
3	NEREUS.....AC10	522 0	500 0	[1] 62 0	27 8	19,080	63.8	.....	.....	3
4	ORION.....AC11	536 0	514 0	[1] 65 0	27 8	19,250	64.1	.....	.....	4
5	PROTEUS.....AC9	522 0	500 0	[1] 62 0	27 8	19,080	63.8	.....	.....	5
	Total displacement.....					96,140				

	Name.	Guns.	Rig.		Messes (complement).			To Plimsoll mark.		
			Number of funnels.	Masts.	Officers.	Chief petty officers.	Other enlisted men.	Draft.	Deadweight capacity.	
								Ft. in.	*Tons.*	
1	JASON.....	4 4", 50 cal.....	[2] 2	2	16	11	154	29 0	14,200	1
2	NEPTUNE.....	4 4", 50 cal.....	[2] 2	2	16	11	154	29 8	14,500	2
3	NEREUS.....	4 4", 50 cal.....	1	2	16	11	154	29 4	14,200	3
4	ORION.....	4 4", 50 cal.....	[2] 2	2	16	11	154	29 0	14,200	4
5	PROTEUS.....	4 4", 50 cal.....	1	2	16	11	154	29 4	14,200	5

[1] Molded. [2] Abreast.

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AUXILIARIES—COLLIERS (AC).

	Tonnage.				Material of hull.	Speed.	Bunker capacity, 42 cubic feet per ton.	Name and official number.	
	United States register.		Panama Canal.						
	Gross.	Net.	Gross.	Net.					
	Tons.	*Tons.*	*Tons.*	*Tons.*		*Knots.*	*Tons.*		
1	10,939	6,257	11,364	6,345	Steel..	14.32	2,300	JASON.....AC12	1
2	9,899	5,876	11,075	6,425	Steel..	12.93	2,500	NEPTUNE.....AC8	2
3	9,681	5,722	10,704	6,350	Steel..	14.58	1,925	NEREUS.....AC10	3
4	10,183	6,174	11,183	6,320	Steel..	14.47	2,300	ORION.....AC11	4
5	9,681	5,722	10,704	6,350	Steel..	14.67	1,925	PROTEUS.....AC9	5

	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	11,500	2,575	10,500	2,000	100	600	13,200	JASON.....AC12	1
2	[1] 11,700 [2] 10,200	2,925 [2] 1,250	10,500	2,000	100	400	13,000	NEPTUNE.....AC8	2
3	[1] 11,800 [2] 10,100	3,050 [2] 1,125	10,500	2,000	100	300	12,900	NEREUS.....AC10	3
4	11,500	2,575	10,500	2,000	100	600	13,200	ORION.....AC11	4
5	[1] 11,800 [2] 10,100	3,050 [2] 1,125	10,500	2,000	100	300	12,900	PROTEUS.....AC9	5

[1] With maximum oil. [2] With maximum coal.

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AUXILIARIES—COLLIERS (AC).

	Name.	Number of propellers.	Engines. Type.	Cylinder diameters. H. P.	I. P.	L. P.	Stroke.	Boilers. Number and type.	Total grate surface.	Total heating surface.	Indicated horsepower on trial. Main engines.	Total maximum.	
				In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq ft.*			
1	JASON	2	Vert., 3-exp...	27	46	76	48	3 D. E. 1 aux	440 22	18,921 623	6,878	.....	1
2	NEPTUNE	2	Westgh. grd. turb.	...	....	....	....	3 D. E. 1 aux	462	19,544	[1] 5,409	.....	2
3	NEREUS	2	Vert., 3-exp...	26	43½	74	48	3 D. E.	430	18,492	6,904	.....	3
4	ORION	2	Vert., 3-exp...	27	46	76	48	3 D. E. 1 aux	440 22	18,921 623	6,943	.....	4
5	PROTEUS	2	Vert., 3-exp...	26	43½	74	48	3 D. E.	430	18,492	7,202	.....	5
										Total horsepower....	33,336		

	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	JASON AC12	Maryland Steel Co., Sparrows Point, Md.	951,000	Mar. 4,1911	Aug. 22,1911	1
2	NEPTUNE ...AC8	.....do.....	889,600	Mar. 3,1909	Sept. 23,1909	2
3	NEREUS AC10	Newport News S. B. Co.....	990,000	June 24,1910	Aug. 29,1911	3
4	ORION AC11	Maryland Steel Co., Sparrows Point, Md.	951,000	Mar. 4,1911	Aug. 22,1911	4
5	PROTEUS AC9	Newport News S. B. Co.....	990,000	June 24,1910	Aug. 29,1911	5

[1] Shaft horsepower.

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AUXILIARIES—COLLIERS (AC).

	Total weight of machinery (wet).	Electric generating sets. Number.	Kilowatts (each).	Volts.	Type.	Builders.	Name and official number.	
	Tons.							
1	.....	2	25	125	8-25 -350..	B. F. Sturtevant Co.....	JASON.....AC12	1
2	.....	2	15	125	6-15 -400..	.....do.....	NEPTUNE.....AC8	2
3	1,109	2	35	125	B. R.....	Kerr-G. E. Co.....	NEREUS.....AC10	3
4	.....	2	25	125	8-25 -350..	B. F. Sturtevant Co.....	ORION.....AC11	4
5	1,109	2	35	125	.....	Kerr-G. E. Co.....	PROTEUS.....AC9	5

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Mar. 26, 1912	Nov. 16, 1912	Aug. 22, 1913	.....	June 26, 1913 Oct. 7, 1914	JASON.....	1
2	Mar. 23, 1910	Jan. 21, 1911	June 22, 1911	.....	Sept. 20, 1911 [1] June 28, 1922	NEPTUNE.....	2
3	Dec. 4, 1911	Apr. 26, 1913	June 29, 1913	.....	Sept. 10, 1913 [1] June 28, 1922	NEREUS.....	3
4	Oct. 6, 1911	Mar. 23, 1912	Aug. 22, 1913	.....	July 29, 1912 Dec. 28, 1914	ORION.....	4
5	Oct. 31, 1911	Sept. 14, 1912	June 29, 1913	.....	July 9, 1913 [1] Mar. 25, 1924	PROTEUS.....	5

[1] Date placed out of commission.

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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.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	ARETHUSA [1].....AO7	343 6	332 0	42 2	20 11	6,160	27.8	.....	.....	1
2	BARNES, ROBERT L. [2] AO14 *EX-AK11.*	258 6	251 10	43 2	15 0	3,850	23	.....	.....	2
3	BRAZOS.....AO4	475 7	455 0	[3] 56 0	26 8	14,800	50.3	.....	.....	3
4	CUYAMA [1].....AO3	475 7	455 0	[3] 56 0	26 2	14,500	50.2	.....	.....	4
5	KANAWHA [1].. .....AO1	475 7	455 0	[3] 56 0	26 2	14,500	50.2	.....	.....	5
6	KAWEAH.....AO15	446 0	430 0	58 0	25 6	14,450	50.8	.....	.....	6
7	LARAMIE.....AO16	446 0	430 0	58 0	25 6	14,450	50.8	.....	.....	7
8	MATTOLE.....AO17	446 0	430 0	58 0	25 6	14,450	50.8	.....	.....	8
9	MAUMEE [1].....AO2	475 7	455 0	[3] 56 0	26 2	14,500	50.2	.....	.....	9
10	NECHES.....AO5	475 7	455 0	[3] 56 0	26 8	14,800	50.3	.....	.....	10
11	PATOKA [4].....AO9	477 10	463 3	60 0	26 2	16,800	57.8	.....	.....	11
12	PECOS.....AO6	475 7	455 0	[3] 56 0	26 8	14,800	50.3	.....	.....	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 [5]....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...	.....	.....	.....	.....	281,496				

[1] Has towing machine.
[2] Robert L. Barnes, used for oil storage, Guam.
[3] Molded.
[4] Patoka, fitted with mast for mooring lighter-than-air aircraft.
[5] Sara Thompson, used for oil storage, Cavite.

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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	2,015	3,477	2,151	Steel..	[1] 10	([4])	ARETHUSA.....AO7	1
2	.....	.....	.....	.....	Steel..	8.5	103	BARNES, ROBERT L AO14	2
3	7,449	5,063	8,029	5,363	Steel..	[2] 14.34	824	BRAZOS.....AO4	3
4	7,454	5,035	8,035	5,278	Steel..	[1] 14	824	CUYAMA.....AO3	4
5	7,404	5,033	7,980	5,271	Steel..	[3] 14.25	824	KANAWHA AO1	5
6	7,253	5,348	7,679	5,064	Steel..	11	1,288	KAWEAH.....AO15	6
7	7,252	5,393	7,679	5,655	Steel..	11	1,288	LARAMIE.....AO16	7
8	7,252	5,395	7,679	5,661	Steel..	11	1,288	MATTOLE.....AO17	8
9	7,894	5,181	8,016	5,198	Steel..	[1] 14	824	MAUMEE.....AO2	9
10	7,383	4,860	8,004	5,102	Steel..	[1] 14	828	NECHES.....AO5	10
11	8,267	6,246	8,457	6,210	Steel..	10.87	1,109	PATOKA.....AO9	11
12	7,383	4,860	8,004	5,102	Steel..	[1] 14	828	PECOS AO6	12
13	8,246	6,258	8,671	6,424	Steel..	11.23	1,109	RAMAPO.....AO12	13
14	8,246	6,258	8,671	6,424	Steel..	10.5	1,109	RAPIDAN.....AO18	14
15	8,246	6,258	8,671	6,415	Steel..	10.5	1,109	SALINAS.....AO19	15
16	8,246	6,258	8,671	6,424	Steel..	10.95	1,109	SAPELO.....AO11	16
17	8,266	6,308	8,671	6,534	Steel..	10.5	1,109	SEPULGA.....AO20	17
18	[5] 2,691	[5] 1,715	.....	.....	Iron...	9	494	THOMPSON, SARA.....AO8	18
19	8,266	6,308	8,671	6,467	Steel..	10.5	1,109	TIPPECANOE.....AO21	19
20	8,266	6,278	8,671	6,444	Steel..	11.26	1,109	TRINITY.....AO13	20

[1] Estimated.
[2] 14,500 tons displacement at this speed.
[3] 14,520 tons displacement at this speed.
[4] Fuel drawn from cargo holds.
[5] Tonnage before acquired by Navy.

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AUXILIARIES—OILERS (AO).

	Name.	Guns.	Rig.		Messes (complement).			To Plimsoll mark.		
			Number of funnels.	Masts.	Officers.	Chief petty officers.	Other enlisted men.	Draft.	Deadweight capacity	
								Ft. in.	*Tons.*	
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	[1]4 5", 51 cal.; 2 3", 50 cal. A.A.	1	2	16	12	108	26 6 7/16	9,500	3
4	CUYAMA	4 5", 50 cal.	1	2	16	12	108	26 6 7/16	9,700	4
5	KANAWHA	4 4", 50 cal.	1	2	16	12	108	26 6 7/16	9,800	5
6	KAWEAH	[1]2 5", 51 cal.; 2 3", 50 cal. A.A.	1	2	16	8	83	25 8 1/8	10,200	6
7	LARAMIE	[1]2 5", 51 cal.; 2 3", 50 cal. A.A.	1	2	16	8	83	25 8 1/8	10,200	7
8	MATTOLE	[1]2 5", 51 cal.; 2 3", 50 cal. A.A.	1	2	16	8	83	25 8 1/8	10,200	8
9	MAUMEE	4 4", 50 cal.	1	2	16	13	117	26 6 7/16	9,800	9
10	NECHES	4 5", 51 cal.; 2 3", 50 cal. A.A.	1	2	16	12	108	26 6 7/16	9,400	10
11	PATOKA	2 5", 51 cal.	1	2	16	12	128	26 3	11,700	11
12	PECOS	4 5", 51 cal.; 2 3", 50 cal. A.A.	1	2	16	12	108	26 6 7/16	9,400	12
13	RAMAPO	2 5", 51 cal.	1	2	16	8	83	26 3	11,700	13
14	RAPIDAN	[1]2 5", 51 cal.; 2 3", 50 cal. A.A.	1	2	16	8	83	26 3	11,700	14
15	SALINAS	[1]2 5", 51 cal.; 2 3", 50 cal. A.A.	1	2	16	8	83	26 3	11,700	15
16	SAPELO	[1]2 5", 51 cal.	1	2	16	8	83	26 3	11,700	16
17	SEPULGA	[1]2 5", 51 cal.; 2 3", 50 cal. A.A.	1	2	16	8	83	26 3	11,700	17
18	THOMPSON, SARA		1	2	16	1	53			18
19	TIPPECANOE	[1]2 5", 51 cal.; 2 3", 50 cal. A.A.	1	2	16	8	83	26 3	11,700	19
20	TRINITY	2 5", 51 cal.	1	2	16	8	83	26 3	11,700	20

[1] Authorized battery; guns not on board.

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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	1,806	.....	.....	.....	.....	.....	.....	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	[1] 8,850	.....	8,512	1,288	100	232	10,132	KAWEAH.....AO15	6
7	[1] 8,850	.....	8,512	1,288	100	232	10,132	LARAMIE.....AO16	7
8	[1] 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	[1] 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	[1] 11,145	.....	10,174	1,109	187	130	11,600	RAMAPO.....AO12	13
14	[1] 11,145	.....	10,174	1,109	187	130	11,600	RAPIDAN.....AO18	14
15	[1] 11,145	.....	10,174	1,109	187	130	11,600	SALINAS.....AO19	15
16	[1] 11,145	.....	10,174	1,109	187	130	11,600	SAPELO.....AO11	16
17	[1] 11,145	.....	10,174	1,109	187	130	11,600	SEPULGA.....AO20	17
18	[1] 3,826	.....	.....	.....	.....	.....	.....	THOMPSON, SARA. AO8	18
19	[1] 11,145	.....	10,174	1,109	187	130	11,600	TIPPECANOE.....AO21	19
20	[1] 11,145	.....	10,174	1,109	187	130	11,600	TRINITY.....AO13	20

[1] Main cargo tanks.

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AUXILIARIES—OILERS (AO).

	Name.	Number of propellers.	Engines. Type.	Cylinder diameters. H. P.	I. P.	L. P.	Stroke.	Boilers, oil burning. Number and type.	Total heating surface.	Indicated horsepower on trial. Main engines.	Total maximum.	
				In.	*In.*	*In.*	*In.*		*Sq. ft.*			
1	ARETHUSA	1	Vert., 3-exp	25⅛	40	66	45	2 B. & W.	4,812	[1] 1,700	.....	1
2	BARNES, ROBT. L.	1	Vert., 3-exp	18	30	50	42	2 S. E.	2,380	[1] 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	[1] 5,200	.....	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.	8,095	2,762	.....	6
7	LARAMIE	1	Vert., 3-exp	27	45½	76	51	3 S. E.	8,095	[1] 2,800	.....	7
8	MATTOLE	1	Vert., 3-exp	27	45½	76	51	3 S. E.	8,095	2,853	.....	8
9	MAUMEE	2	Diesel, 2-cycle; 6 cyl. per shaft; cyls. 25½" diam.	.....	.....	.....	39⅜	2 B. & W.	5,160	[2] 5,000	.....	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	2,917	.....	13
14	RAPIDAN	1	Vert., 4-exp	24	35	75	51	3 S. E. / 1 aux.	7,035 / 1,223	[1] 2,900	.....	14
15	SALINAS	1	Vert., 4 exp	24	35	75	51	3 S. E. / 1 aux.	7,035 / 1,223	[1] 2,900	.....	15
16	SAPELO	1	Vert., 4-exp	24	51 / 35	75	51	3 S. E. / 1 aux.	7,035 / 1,223	[1] 2,900	.....	16
17	SEPULGA	1	Vert., 4 exp	24	35	75	51	3 S. E. / 1 aux.	7,035 / 1,223	[1] 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.	7,035 / 1,223	[2] 2,900	.....	19
20	TRINITY	1	Curtis turb	.....	.....	.....	.....	3 S. E. / 1 aux.	7,035 / 1,223	3,088	.....	20
	Total horsepower										69,152	

[1] Estimated. [2] Shaft horsepower.

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AUXILIARIES—OILERS (AO).

	Total weight of machinery (wet).	Electric generating sets.					Name and official number.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
1	.....	2	10	110	6-10 -450	B. F. Sturtevant Co... / General Electric Co...	ARETHUSA AO7	1
2	.....	1 / 1	30 / 15	125	DC	Am. Blower-Allis Chalmers.	BARNES, ROBT. L.....AO14	2
3	.....	[1] 2	50	125	4-50 -2800	B. F. Sturtevant Co...	BRAZOS AO4	3
4	[2] 613	[1] 2	50	125	4-50 -2800	.....do.....	CUYAMA AO3	4
5	608	2	50	125	K-6-50-2800	Terry-Diehl.....	KANAWHA AO1	5
6	.....	2 / 1	20 / 12½	125	L-22..... / SK.....	Sturtevant-Diehl ..... / Clifton-Westinghouse..	KAWEAH AO15	6
7	.....	2 / 1	20 / 12½	125	L-22..... / SK.....	Sturtevant-Diehl ..... / Clifton-Westinghouse..	LARAMIE AO16	7
8	.....	2 / 1	20 / 12½	125	L-22..... / SK.....	Sturtevant-Diehl ..... / Clifton-Westinghouse ..	MATTOLE A.O17	8
9	[2] 734	[3] 1 / [1] 2	25 / 50	125 / 125	6-25 -375 / 6-50 -2800	Diesel-G. E. Co..... / Terry-Diehl.....	MAUMEE AO2	9
10	.....	[1] 2	50	125	4-50 -3600	General Electric Co...	NECHES AO5	10
11	700	1 / 2 / 1	15 / 20 / 12½	110 / 110 / 115	MP-6 / 6-20 -400 / [4] 4-12½-600	General Electric Co... / .....do..... / Clifton-Westinghouse..	PATOKA AO9	11
12	.....	2	50	125	4-50 -3600	General Electric Co...	PECOS AO6	12
13	700	2 / 1	20 / 12½	110 / 115	6-20 -400 / [4] 4-12½-600	General Electric Co... / Clifton-Westinghouse.	RAMAPO AO12	13
14	.....	2 / 1	20 / 12½	110 / 125	MP-6-20 -400 / SK.....	General Electric Co... / Clifton-Westinghouse..	RAPIDAN AO18	14
15	.....	2 / 1	20 / 12½	110 / 125	MP-6-20 -400 / SK.....	General Electric Co... / Clifton-Westinghouse..	SALINAS AO19	15
16	711	2 / 1	20 / 12½	110 / 115	6-20 -400 / [4] 4-12½-600	General Electric Co... / Clifton-Westinghouse.	SAPELO AO11	16
17	.....	2 / 1	20 / 12½	110 / 125	MP-6-20 -400 / SK.....	General Electric Co... / Clifton-Westinghouse..	SEPULGA AO20	17
18	.....	[1] 1	10	125	B. R.	Terry-G. E. Co.....	THOMPSON, SARA.....AO8	18
19	.....	2 / 1	20 / 12½	110 / 125	MP-6-20 -400 / SK.....	General Electric Co... / Clifton-Westinghouse..	TIPPECANOE AO21	19
20	591	2 / 1	20 / 12½	110 / 115	6-20 -400 / [4] 4-12½-600	General Electric Co... / Clifton-Westinghouse.	TRINITY AO13	20

[1] Turbo-generators.
[2] Estimated.
[3] Stockholm-Bolinger-Diesel engine.
[4] Clifton gasoline-kerosene engine.

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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	.....	[2] June 29, 1918	2
3	BRAZOS.....AO4	Navy yard, Boston.....	[3] 2,550,000	Aug. 29, 1916	[4] Aug. 29, 1916	3
4	CUYAMA.....AO3	Navy yard, Mare Island.....	[3] 1,140,000	Mar. 3, 1915	[4] Apr. 19, 1915	4
5	KANAWHA...AO1	.....do.....	[3] 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.....	[3] 1,140,000	Aug. 22, 1912	[4] Mar. 24, 1913	9
10	NECHES.....AO5	Navy yard, Boston.....	([8])	[5] July 1, 1918	[4] July 2, 1918	10
11	PATOKA.....AO9	Newport News S. B. & D. D. Co...	.....	([7])	.....	11
12	PECOS.....AO6	Navy yard, Boston.....	([8])	[5] July 1, 1918	[4] July 18, 1918	12
13	RAMAPO....AO12	Newport News S. B. & D. D. Co...	.....	([7])	.....	13
14	RAPIDAN...AO18	.....do	.....	[6] Oct. 29, 1921	.....	14
15	SALINAS....AO19	.....do	.....	[6] Oct. 29, 1921	.....	15
16	SAPELO.....AO11	.....do.....	.....	([7])	.....	16
17	SEPULGA...AO20	.....do.....	.....	[6] Oct. 29, 1921	.....	17
18	THOMPSON, SARA, AO8.	Wm. Armstrong & Co., New Castle, Eng.	[1] 700,000	.....	[2] Aug. 8, 1918	18
19	TIPPECANOEAO21	Newport News S. B. & D. D. Co...	.....	[6] Oct. 29, 1921	.....	19
20	TRINITY....AO13	.....do.....	.....	([7])	.....	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.
[7] Transferred to Navy upon completion as a loan from U. S. Shipping Board.
[8] No limit of cost.

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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	.....	[1] 1893	.....	.....	1898 [3] Jun. 28, 1922	ARETHUSA....AO7	1
2	.....	[1] 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	.....	[1] 1919	.....	.....	Dec. 28, 1921 [3] Aug. 15, 1922	KAWEAH....AO15	6
7	.....	[1] 1920	.....	.....	Dec. 28, 1921 [3] June 19, 1922	LARAMIE....AO16	7
8	.....	[1] 1920	.....	[2] Mar. 6, 1922	([4])	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	.....	[1] 1919	.....	.....	Jan. 1, 1922 [3] June 6, 1922	RAPIDAN AO18	14
15	.....	[1] 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	.....	[1] 1920	.....	[2] Dec. 13, 1921	Jan. 13, 1922 [3] Apr. 6, 1922	SEPULGA.....AO20	17
18	....	[1] 1888	.....	.....	Sept. 16, 1918	THOMPSON, SARA, AO8.	18
19	.....	[1] 1920	.....	[2] Mar. 6, 1922	([4])	TIPPECANOE. AO21	19
20	Nov. 10, 1919	July 3, 1920	.....	Sept. 4, 1920	Sept. 4, 1920 [3] Dec, 22. 1923	TRINITY.....AO13	20

[1] Year built.
[2] Date taken over from Shipping Board.
[3] Date placed out of commission.
[4] Remained out of commission after transfer to Navy.

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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.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	NITRO.....AE2	482 9½	460 0	60 11½	20 11	10,600	50.5	11,058	21 8	1
2	PYRO.....AE1	482 9½	460 0	60 11½	20 11	10,600	50.5	11,058	21 8	2
	Total displacement..	.....	.....	.....	.....	21,200				

	Name.	Number of propellers.	Engines.	Boilers.			Shaft horsepower on trial.		
			Type.	Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
					Sq. ft.	*Sq. ft.*			
1	NITRO.....	2	Parsons geared turbine.....	4 B. & W..	[1] 360	{ 14,420 [2] 1,440	6,700	.....	1
2	PYRO.....	2	.....do.....	4 B. & W..	[1] 360	{ 14,420 [2] 1,440	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.....	([6])	[4] July 1, 1918	[5] July 2, 1918	1
2	PYRO.....	.....do.....	[3] 3,550,000	Aug. 29, 1916	[5] Jan. 5, 1917	2

[1] Coal and oil burning.
[2] Super-heat surface.
[3] Limit of cost.
[4] Together with act of Aug. 29, 1916.
[5] Date assigned to yard.
[6] No limit of cost.

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AUXILIARIES—AMMUNITION SHIPS (AE).

	Speed.	Tonnage. United States Register. Gross.	Tonnage. United States Register. Net.	Tonnage. Panama Canal. Gross.	Tonnage. Panama Canal. Net.	Fuel capacity (oil) (40 cubic feet per ton).	Name and official number.	
	Knots.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*		
1	[1] 16.0	7,440	4,405	8,425	5,269	[2] 1,078	NITRO.....AE2	1
2	[1] 16.0	7,440	4,405	8,425	5,269	1,493	PYRO.....AE1	2

	Total weight of machinery (wet).	Electric turbo-generating sets. Number.	Kilowatts (each).	Volts.	Type.	Builders.	Name.	
	Tons.							
1	[1] 629	2	50	125	4-50-3600	General Electric Co.....	NITRO.....	1
2	[1] 629	2	50	125	4-50-3600	.....do.....	PYRO.....	2

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Mar. 19, 1919	Dec. 16, 1919	.....	.....	Apr. 1, 1921	NITRO.....	1
2	Aug. 9, 1918	Dec. 16, 1919	.....	.....	Aug. 10, 1920	PYRO.....	2

	Armament.	Rig. Number of funnels.	Rig. Masts.	Complement. Officers.	Complement. Chief petty officers.	Complement. Other enlisted men.	Name.	
1	4 5", 51 cal.; 2 3", 50 cal. A. A.....	1	2 pole.....	18	17	160	NITRO.....	1
2	4 5", 51 cal.; 2 3", 50 cal. A. A.....	1	2 pole.....	18	17	160	PYRO.....	2

[1] Estimated. [2] Tons of coal (42 cu. ft. per ton.)

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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.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	BATH.....AK4	344 0	329 2	46 2	19 2	[1] 6,425	.....	.....	.....	1
2	BEAUFORT.....AK6	288 10½	276 9½	40 2	18 3	4,565	22.5	.....	.....	2
3	CAPELLA.....AK13	401 0	390 0	54 0	[3]24 5 1/16	[3] 11,450	43.3	.....	.....	3
4	KITTERY.....AK2	293 8	282 2	40 6	13 3	3,330	.....	.....	.....	4
5	NEWPORT NEWS[4].....AK3	371 5	356 9	45 5	23 6	[2] 10,000	.....	.....	.....	5
6	REGULUS.....AK14	391 9¼	377 0	52 0	[3]23 11¾	[3] 10,550	39.7	.....	.....	6
7	SIRIUS.....AK15	401 0	390 0	54 0	[3]24 5 1/16	[3] 11,450.	43.3	.....	.....	7
8	SPICA.....AK16	401 0	390 0	54 0	[3]24 5 1/16	[3] 11,450	43.3	.....	.....	8
9	VEGA.....AK17	401 0	390 0	54 0	[3]24 5 1/16	[3] 11,450	43.3	.....	.....	9
	Total displacement...	.....	.....	.....	.....	80,670				

[1] Approximate.
[2] Estimated.
[3] Loaded summer draft and displacement.
[4] On sale; stricken Aug. 1, 1924.

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AUXILIARIES—CARGO SHIPS (AK).

	Speed.	Tonnage. United States register. Gross.	Tonnage. United States register. Net.	Tonnage. Panama Canal. Gross.	Tonnage. Panama Canal. Net.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
	Knots.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*		
1	10	3,755	2,265	3,684	2,217	469	BATH.....AK4	1
2	8	2,454	1,625	2,475	1,640	350	BEAUFORT.....AK6	2
3	11.5	5,078	3,116	6,131	3,938	[1] 1,222	CAPELLA.....AK13	3
4	15.5	1,839	841	2,241	1,078	351	KITTERY.....AK2	4
5	13	4,140	2,608	4,610	2,922	920	NEWPORT NEWS.....AK3	5
6	11	[3] 4,980	[3] 3,087	.....	.....	[1] 1,182	REGULUS.....AK14	6
7	11.5	[3] 5,581	[3] 3,415	5,697	3,454	[1] 1,222	SIRIUS.....AK15	7
8	11.5	[3] 5,562	[3] 3,434	.....	.....	[1] 1,222	SPICA.....AK16	8
9	11.5	[3] 5,562	[3] 3,434	6,105	4,355	[1] 1,222	VEGA.....AK17	9

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

[1] Fuel oil (40 cu. ft. per ton).
[2] Authorized battery—guns not on board.
[3] Tonnage before acquired by Navy.

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AUXILIARIES—CARGO SHIPS (AK).

	Name.	Number of propellers.	Engines. Type.	Cylinder diameters. H. P.	I. P.	L. P.	Stroke.	Boilers. No. and type.	Total grate surface.	Total heating surface.	Indicated horsepower on trial. Main engines.	Total maximum.	
				In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			
1	BATH	1	Vert., 3-exp...	23½	39⅜	63	43½	2 S. E.	105	3,381	1,650	.....	1
2	BEAUFORT	1	Vert., 3-exp...	20⅜	32½	51⅛	33⅜	2 S. E.	88	3,192	1,250	.....	2
3	CAPELLA	1	Curtis geared turb.	....	....	....	....	3 B. & W.	Oil..	8,700	[2,3] 2,500	.....	3
4	KITTERY	2	Vert., 3-exp...	16	26 1/32	43 11/32	27 5/16	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	[2] 2,500	.....	6
7	SIRIUS	1	Curtis geared turb.	....	....	....	....	3 B. & W.	Oil..	8,700	[2,3] 2,500	.....	7
8	SPICA	1	Curtis geared turb.	....	....	....	....	3 B. & W.	Oil..	8,700	[2,3] 2,500	.....	8
9	VEGA	1	Curtis geared turb.	....	....	....	....	3 B. & W.	Oil..	8,700	[2,3] 2,500	.....	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, Stettin, Germany.	.....	.....	[1] Aug. 3, 1917	1
2	BEAUFORT	H. Koch Co., Lubeck Germany..	.....	.....	[1] May 22, 1917	2
3	CAPELLA	Am. Int. S. B. Corp., Hog Island, Pa.	.....	.....	[1] Oct. 29, 1921	3
4	KITTERY	G. Seebach Co., Bremerhaven, 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.

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AUXILIARIES—CARGO SHIPS (AK).

	Total weight of machinery (wet).	Electric generating sets. Numbers.	Kilowatts (each).	Volts.	Type.	Builders.	Name and official number.	
	Tons.							
1	.....	1	11.5	100	Comp.....	German.....	BATH.....AK4	1
		1	15	125	M. P.-4.....	G. E. Co.....		
2	.....	2	5	125	D-M. P.....	G. E. Co.....	BEAUFORT.....AK6	2
		2	35	125	[1]B. B.....	Kerr-G. E. Co.....		
3	.....	2	15	125	M. P. 6-15-415...	G. E. Co.....	CAPELLA AK13	3
4	.....	1	25	[1]125	T. F.....	Sturtevant.....	KITTERY.....AK2	4
		1	10½	100	.....	German.....		
5	.....	2	24	125	C.....	Sturtevant.....	NEWPORT NEWS.AK3	5
6	.....	1	10	110	M. P. 6-10-475...	G. E. Co.....	REGULUS AK14	6
		1	10	125	B.....	Troy-G. E. Co.....		
7	.....	3	15	125	M. P. 6-15-425...	G. E. Co.....	SIRIUS AK15	7
8	.....	2	15	125	M. P. 6-15-425...	G. E. Co.....	SPICA AK16	8
9	.....	3	15	125	M. P. 6-15-425...	G. E. Co.....	VEGA AK17	9

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	.....	1913	.....	.....	July 30, 1917 [2]May 9, 1922	BATH.....	1
2	.....	1909	.....	.....	Sept. 20, 1917 Oct. 28, 1919	BEAUFORT.....	2
3	.....	[3]1920	.....	[4]Nov. 20, 1921	Dec. 8, 1921	CAPELLA.....	3
4	.....	Nov. 30, 1905	.....	.....	July 6, 1917	KITTERY.....	4
5	.....	1904	.....	.....	July 14, 1917	NEWPORT NEWS...	5
6	.....	[3]1920	.....	[4]Nov. 7, 1921	[5]	REGULUS.....	6
7	.....	[3]1919	.....	[4]Dec. 10, 1921	Jan. 20, 1922	SIRIUS.....	7
8	.....	[3]1919	.....	[4]Nov. 16, 1921	[5]	SPICA.....	8
9	.....	[3]1919	.....	[4]Dec. 2, 1921	Dec. 21, 1921	VEGA.....	9

[1] Turbo.
[2] Date placed out of commission.
[3] Year built.
[4] Date taken over from Shipping Board.
[5] Remained out of commission after transfer to Navy.

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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.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	CHAUMONT.....AP5	448 0	448 0	58 0	[4] 28 0⅜	13,400	46.7	.....	.....	1
2	HENDERSON.....AP1	483 10	[1] 460 0	60 11½	19 10¾	10,000	49.7	.....	.....	2
3	HEYWOOD.....AP2	483 10	[1] 460 0	64 1⅜	19 1	10,000	52.0	.....	.....	3
	Total displacement...	.....	.....	.....	.....	33,400				

	Name.	Number of propellers.	Engines.				Stroke.	Boilers.			Shaft horsepower on trial.		
			Type.	Cylinder diameters.				Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
				H. P.	I. P.	L. P.							
				In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			
1	CHAUMONT.....	1	Curtis geared turb.	....	....	....	....	6 B. & W..	(Oil)	17,400	[2] 6,000	.....	1
2	HENDERSON.....	2	Vert., 3-exp...	21½	37	63½	48	3 B. & W...	(Oil)	11,400	[2 3] 4,000	.....	2
3	HEYWOOD.....	2	Turbine.....	....	....	....	...	3 B. & W..	(Oil)	15,700	[2] 5,400	.....	3
	Total horsepower										15,400		

[1] On load water line. [2] Estimated. [3] Indicated horsepower. [4] Maximum.

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AUXILIARIES—TRANSPORTS (AP).

	Speed.	Tonnage. United States register. Gross.	Tonnage. United States register. Net.	Tonnage. Panama Canal. Gross.	Tonnage. Panama Canal. Net.	Fuel capacity (oil) (40 cubic feet per ton).	Name and official number.	
	Knots.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*		
1	[1] 15	7,555	3,908	8,406	5,212	1,473	CHAUMONT AP5	1
2	[1] 14	7,493	3,992	8,292	4,944	1,400	HENDERSON AP1	2
3	[1] 16	.....	.....	.....	.....	1,200	HEYWOOD AP2	3

	Total weight of machinery. (wet.)	Electric turbo generating sets. Number.	Kilowatts (each).	Volts.	Type.	Builders.	Name.	
	Tons.							
1	.....	3	25	125	M. P. 6-25-4D.	G. E. Co.	CHAUMONT	1
		1	50	115	SX	Westinghouse		
		1	6	125	B	Mathews-G. E. Co.		
2	635	1	200	125	RC17	Kerr-G. E. Co.	HENDERSON	2
		2	100	125	MPC	G. E. Co.		
3	[1] 634	2	200	125	.....	.....	HEYWOOD	3

[1] Estimated

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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	CHAUMONT	Am. Int. S. B. Corp., Hog Island, Pa.	(1)			1
2	HENDERSON	Navy yard, Philadelphia	[2] 1,850,000	Mar. 4, 1913	[3] Feb. 19, 1914	2
3	HEYWOOD	Contract not yet placed [4]		Aug. 29, 1916 July 1, 1918		3

[1] Transferred as a loan from the War Department Nov. 3, 1921, and to Navy ownership by Executive order of Aug. 6, 1924.
[2] Limit of cost.
[3] Date assigned to yard.
[4] Construction in abeyance.

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AUXILIARIES—TRANSPORTS (AP).

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	.....	[1] 1920	.....	[2] Nov. 3, 1921	Nov. 22, 1921	CHAUMONT.....	1
2	June 19, 1915	June 17, 1916	.....	.....	May 24, 1917	HENDERSON.....	2
3	.....	.....	.....	.....	.....	HEYWOOD.....	3

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

[1] Year built.

[2] Date taken over from War Dept.

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AUXILIARIES—HOSPITAL SHIPS (AH).

	Name and official number.	Dimensions. Length over all.	Length between perpendiculars.	Breadth on load water line.	Ship, fully equipped ready for sea, normal stores, ammunition, and fuel. Mean draft.	Displacement (normal).	Tons per inch immersion.	Bunker capacity (42 cubic feet per ton).	Speed	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Knots.*	
1	MERCY AH4	429 10	[1] 413 0	50 2	24 0	10,100	40.2	1,776	18.2	1
2	RELIEF AH1	483 10	460 0	60 11½	19 6	9,800	49.7	[2] 1,951	[3] 16.0	2
3	SOLACE AH2	377 0	361 2	44 0	20 6	5,917	28.2	1,162	[3] 15.0	3
					Total displacement.....	25,817				

	Name.	Number of propellers.	Engines. Type.	Cylinder diameters. H. P.	I. P.	L. P.	Stroke.	Boilers. Number and type.	Total grate surface.	Total heating surface.	Indicated horsepower on trial. Main engines.	Total maximum.	
				In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			
1	MERCY	2	Vert., 3-exp...	32	52	86	48	8 S. E.....	572	20,667	[3] 8,500	.....	1
2	RELIEF	2	Parsons geared turb.	....	....	....	....	3 B. & W..	(Oil)	{ 11,424 / 41,140	[3] 5,250	.....	2
3	SOLACE	1	Vert., 3-exp...	28	44	74	54	3 D. E.....	388	10,910	3,200	.....	3
									Total horsepower.....		16,950	.....	

	Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	MERCY	Wm. Cramp & Sons, Philadelphia	[6] 2,240,000	.....	[7] Sept. 27, 1917	1
2	RELIEF	Navy yard, Philadelphia, Pa.....	[8] 4,355,000	Aug. 29, 1916	[9] Aug. 29, 1916	2
3	SOLACE	Newport News S. B. & D. D. Co.	[6] 600,000	.....	[7] Apr. 7, 1898	3

[1] Registered.
[2] Fuel oil (40 cu. ft. per ton).
[3] Estimated.
[4] Superheat, surface.
[5] Shaft horsepower.
[6] Purchase price.
[7] Date of purchase.
[8] Limit of cost.
[9] Date assigned to the yard.

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AUXILIARIES—HOSPITAL SHIPS (AH).

	Tonnage.				Rig.		Complement.			Name and official number.	
	U. S. Register.		Panama Canal.								
	Gross.	Net.	Gross.	Net.	Number of funnels.	Masts.	Officers.	Chief petty officers.	Other enlisted men.		
	Tons.	*Tons.*	*Tons.*	*Tons.*							
1	6,644	2,463	7,364	3,283	2	2.....	29	24	324	MERCY.....AH4	1
2	8,288	4,037	9,324	5,764	1	2.....	29	26	342	RELIEF.....AH1	2
3	3,927	1,984	4,104	2,343	1	2.....	24	15	237	SOLACE.....AH2	3

	Total weight of machinery (wet).	Electric generating sets.					Name and official number.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
1	.....	2 1	55 50	110 125	C.D.C	Sturtevant	MERCY.. .....AH4	1
2	[1] 617	2	300	125	[2] 6-300-$\frac{400}{600}$	Westinghouse.....	RELIEF AH1	2
3	.....	2	24	125	8- 24- 400	General Electric Co...	SOLACE AH2	3

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	.....	[3] 1907	.....	[4] Sept. 27, 1917	Jan. 24, 1918	MERCY.....	1
2	July 14, 1917	Dec. 23, 1919	.....	.....	Dec. 28, 1920	RELIEF.....	2
3	....	[3] 1896	.....	[4] Apr. 7, 1898	Apr. 14, 1898 [5] July 20, 1921	SOLACE.....	3

[1] Estimated. [2] Turbo. [3] Year built. [4] Date of purchase. [5] Date placed out of commission.

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AUXILIARIES—OCEAN TUGS (AT).

	Name and official number.	Material of hull.	Dimensions. Length over all.	Length between perpendiculars.	Breadth, molded.	Mean draft.	Displacement.	Speed.	
			Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Knots.*	
1	ALGORMA.....AT34	Steel..	156 8	149 3¾	30 0	14 7	998	13.06	1
2	ALLEGHENY.....AT19	Steel..	155 9¾	149 3¾	30 0	14 7	[1] 1,000	[1] 14.0	2
3	ARAPAHO.....AT14	Steel..	122 6	115 0	[2] 24 0	12 10	575	10.8	3
4	BAGADUCE.....AT21	Steel..	156 8	149 3¾	30 0	14 7	[1] 1,000	[4] 12.4	4
5	BAY SPRING.....AT60	Steel..	150 0	141 3½	27 8⅝	[3] 14 1	775	.....	5
6	CARRABASSET[7].....AT35	Steel..	156 8	149 3¾	30 0	14 7	1,005	12.75	6
7	CHALLENGE (S. P. 1015).....AT59	Iron...	129 3	122 0	22 2	13 2	515	[1] 14.0	7
8	CHEMUNG.....AT18	Steel..	123 6	115 0	[2] 26 7⅛	11 6	575	[1] 11.0	8
9	CONTOCOOK.....AT36	Steel..	156 8	149 3¾	30 0	14 7	969	[1] 13.0	9
10	GENESEE (S. P. 1116).....AT55	Steel..	170 0	[5] 158 0	29 0	16 0	[1] 1,000	[1] 15.0	10
11	IROQUOIS.....AT46	Steel..	152 0	.....	26 0	13 6	702	13.2	11
12	IUKA.....AT37	Steel..	156 8	149 3¾	30 0	14 7	969	13.06	12
13	KALMIA.....AT23	Steel..	156 8	149 3¾	30 0	14 7	[1] 1,000	[1] 13.0	13
14	KEOSANQUA.....AT38	Steel..	156 8	149 3¾	30 0	14 7	969	13.06	14
15	KEWAYDIN.....AT24	Steel..	156 8	149 3¾	30 0	14 7	[1] 1,000	[1] 13.0	15
16	KOKA.....AT31	Steel..	156 8	149 3¾	30 0	14 7	[1] 1,000	[1] 13.0	16
17	LYKENS (S. P. 876).....AT56	Steel..	170 0	157 0	29 0	15 0	[6] 1,000	.....	17
18	MAHOPAC.....AT29	Steel..	156 8	149 3¾	30 0	14 7	[1] 1,000	[1] 13.0	18
19	MOHAVE.....AT15	Steel..	122 6	115 0	[2] 24 0	12 10	575	11.11	19
20	MONTCALM.....AT39	Steel..	156 8	149 3¾	30 0	14 7	999	13.06	20
21	NAPA.....AT32	Steel..	156 8	149 3¾	30 0	14 7	[1] 1,000	[1] 13.0	21

[1] Estimated.
[2] Extreme.
[3] Designed draft.
[4] Based on special trials.
[5] Registered.
[6] Approximate.
[7] To be transferred to U. S. Coast Guard.

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AUXILIARIES—OCEAN 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	Nil.	546	Nil. 134[1]	.....	279	1	2.....	ALGORMA AT34	1
2	.....	.....	.....	.....	.....	279	1	2.....	ALLEGHENY AT19	2
3	.....	.....	.....	.....	.....	142	1	1 mast; 1 derrick..	ARAPAHO AT14	3
4	.....	.....	.....	.....	.....	279	1	2.....	BAGADUCE AT21	4
5	[2] 426	[2] 74	.....	.....	.....	.....	....	.....	BAY SPRING.....AT60	5
6	502	Nil.	546	Nil. 134[1]	.....	279	1	2.....	CARRABASSET AT35	6
7	[2] 255	[2] 127	.....	.....	.....	110	1	2.....	CHALLENGE AT59	7
8	.....	.....	.....	.....	.....	147	1	2.....	CHEMUNG AT18	8
9	502	Nil.	546	Nil. 134[1]	.....	270	1	2.....	CONTOCOOK AT36	9
10	[2] 617	[2] 420	.....	.....	286	.....	1	2.....	GENESEE AT55	10
11	.....	.....	.....	.....	.....	181	1	Schooner.....	IROQUOIS AT46	11
12	502	Nil.	546	Nil. 134[1]	.....	279	1	2.....	IUKA AT37	12
13	.....	.....	.....	.....	.....	279	1	2.....	KALMIA AT23	13
14	502	Nil.	546	Nil. 134[1]	.....	279	1	2.....	KEOSANQUA AT38	14
15	.....	.....	.....	.....	.....	279	1	2.....	KEWAYDIN AT24	15
16	.....	.....	.....	.....	.....	279	1	2.....	KOKA AT31	16
17	[2] 625	[2] 425	.....	.....	286	.....	1	2.....	LYKENS AT56	17
18	.....	.....	.....	.....	.....	279	1	2.....	MAHOPAC AT29	18
19	.....	.....	.....	.....	.....	142	1	1 mast; 1 derrick..	MOHAVE AT15	19
20	502	Nil.	546	Nil. 134[1]	.....	272	1	2.....	MONTCALM AT39	20
21	.....	.....	.....	.....	.....	279	1	2.....	NAPA AT32	21

[1] Propelling power deduction limited to 50 per cent of gross tonnage.
[2] Tonnage before acquired by Navy.

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AUXILIARIES—OCEAN TUGS (AT).

	Name.	Number of propellers.	Engines. Type.	Cylinder diameters. H. P.	I. P.	L. P.	Stroke.	Boilers. Number and type.	Total grate surface.	Total heating surface.	Indicated horsepower on trial. Main engines.	Total maximum.	
				In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			
1	ALGORMA	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.	(Oil)	4,972	2,017	.....	1
2	ALLEGHENY	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.	(Oil)	4,972	[1] 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] 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] 1,800	.....	15
16	KOKA	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.	(Oil)	4,972	[1] 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] 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] 1,800	.....	21

[1] Estimated.

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AUXILIARIES—OCEAN TUGS (AT).

	Total weight of machinery (wet).	Electric generating sets.					Name and official number.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
1	307	2	10	125	20 S. K.[1]	Westinghouse	ALGORMA AT34	1
2	307	2	7.5	110		Engberg Electric Co.	ALLEGHENY AT19	2
3	.....	1	10	125	CCD[1]	Sturtevant-Crocker W. Co.	ARAPAHO AT14	3
4	307	2	10	125	20 S. K.[1]	Westinghouse	BAGADUCE AT21	4
5	.....	1	7	110	MP	General Electric Co.	BAY SPRING AT60	5
6	307	2	10	125	20 S. K.[1]	Westinghouse	CARABASSET AT35	6
7	.....	1	4.5	110	D. C.	General Electric	CHALLENGE AT59	7
8	135.3	2	5	125	B. D.[1]	Sturtevant-Western El. Co.	CHEMUNG AT18	8
9	307	2	10	125	20 S. K.[1]	Westinghouse	CONTOCOOK AT36	9
10	.....	1 1	7 3.5	125			GENESEE AT55	10
11	.....	1 1	5 5	125 125	MP 4-5-625 OC-2-5-5000[1]	General Electric Co.	IROQUOIS AT46	11
12	307	2	10	125	20 S. K.[1]	Westinghouse	IUKA AT37	12
13	307	2	10	125	20 S. K.[1]	do	KALMIA AT23	13
14	307	2	10	125	20 S. K.[1]	do	KEOSANQUA AT38	14
15	307	2	10	125	20 S. K.[1]	do	KEWAYDIN AT24	15
16	307	2	10	125	20 S. K.[1]	do	KOKA AT31	16
17	.....	2	12½	125	Recip	General Electric Co.	LYKENS AT56	17
18	307	2	10	125	20 S. K.[1]	Westinghouse	MAHOPAC AT29	18
19	.....	1 1	10 5	125 120	A.[1]	Terry-G. E Co. General Electric Co.	MOHAVE AT15	19
20	307	2	10	125	20 S. K.[1]	Westinghouse	MONTCALM AT39	20
21	307	2	10	125	20 S. K.[1]	do	NAPA AT32	21

[1] Turbo.

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AUXILIARIES—OCEAN TUGS (AT).

	Name and official number.	Armament.	Messes (complement). Officers.	Chief petty officers.	Other enlisted men.	By whom and where built or building.	Contract price of hull and machinery (dollars).	
1	ALGORMA AT34	[5] 2 3", 50 cal. A. A.	5	3	27	Staten Island S. B. Co., Port Richmond, N.Y.	Cost+fee.	1
2	ALLEGHENY....AT19	[5] 2 3", 50 cal. A. A..	5	3	27	American S. B. Co., Buffalo, N. Y.	430,921	2
3	ARAPAHO AT14	[5] 2 3 pdr.....	5	3	17	Seattle C. & D. D. Co., Seattle, Wash.	[1]	3
4	BAGADUCE AT21	[5] 2 3", 50 cal. A. A.	5	3	27	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	4
5	BAY SPRING....AT60	[5] 2 3 pdr.....	5	3	21	Providence Engineering Works, City Island, N. Y.	[4]	5
6	CARRABASSET ..AT35	[5] 2 3", 23 cal. A. A.	5	3	36	Staten Island S. B. Co., Port Richmond, N.Y.	Cost+fee.	6
7	CHALLENGE AT59	[5] 2 3 pdr.....	5	2	14	J. H. Dialogue & Sons, Camden, N. J.	[2] 150,000	7
8	CHEMUNG AT18	[5] 2 3 pdr.....	5	3	17	Navy Yard, Norfolk, Va.	[2] 125,000	8
9	CONTOCOOK AT36	[5] 2 3", 50 cal. A. A.	5	3	36	Staten Island S. B. Co., Port Richmond, N.Y.	Cost+fee.	9
10	GENESEE.....AT55	[5] 2 3", 50 broadside.	5	3	39	Maryland Steel Co., Sparrows Point, Md.	[2] 315,000	10
11	IROQUOIS.....AT46	[5] 2 3 pdr.....	5	3	17	Union Iron Works Co., San Francisco.	[2] 150,000	11
12	IUKA.....AT37	[5] 2 3", 50 cal. A. A.	5	3	27	Staten Island S. B. Co., Port Richmond, N.Y.	Cost+fee.	12
13	KALMIA AT23	[5] 2 3", 50 cal. A. A.	5	3	27	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	13
14	KEOSANQUA....AT38	[5] 2 3", 50 cal. A. A.	5	3	27	Staten Island S. B. Co., Port Richmond, N.Y.	Cost+fee.	14
15	KEWAYDIN.....AT24	[5] 2 3", 50 cal. A A.	5	3	27	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	15
16	KOKA AT31	[5] 2 3", 50 cal. A. A.	5	3	27	Navy Yard, Puget Sound	.....	16
17	LYKENS.....AT56	[5] 1 3", 50 broadside.	5	3	27	Neafie & Levy, Philadelphia.	[2] 300,000	17
18	MAHOPAC.....AT20	[5] 2 3", 50 cal. A. A.	5	3	27	Navy Yard, Puget Sound	.....	18
19	MOHAVE.....AT15	[5] 2 3 pdr.....	5	3	17	Seattle C. & D. D. Co., Seattle, Wash.	[1]	19
20	MONTCALM AT39	[5] 2 3", 50 cal. A. A.	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

[1] Arapaho, Mohave, and Tillamook purchased for a total of $377,000.
[2] Purchase price.
[3] Limit of cost.
[4] Taken over from Shipping Board, Sept. 28, 1921.
[5] Authorized battery—guns not on board.

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AUXILIARIES—OCEAN TUGS (AT).

	Date of act authorizing building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
1	[1] Mar. 4, 1917	June 19, 1918	Jan. 6, 1919	June 12, 1919	Apr. 12, 1919	May 15, 1920 [5] May 3, 1922	ALGORMA	1
2	[1] 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 [5] Apr. 6, 1922	ARAPAHO	3
4	[1] Mar. 4, 1917	May 21, 1918	July 16, 1918	Apr. 5, 1919	.....	Sept. 18, 1919 June 9, 1924	BAGADUCE	4
5	.....	.....	.....	[2] 1920	.....	Nov. 10, 1921	Bay Spring	5
6	[1] Mar. 4, 1917	June 19, 1918	Jan. 6, 1919	June 12, 1919	Apr. 19, 1919	June 30, 1920 [5] Mar. 27, 1922	CARRABASSET	6
7	.....	[3] June 24, 1918	.....	[2] 1889	.....	Oct. 4, 1918 [5] May 10, 1922	CHALLENGE	7
8	.....	Nov. 21, 1914	Oct. 2, 1915	Apr. 1, 1916	.....	Mar. 14, 1917	CHEMUNG	8
9	[1] Mar. 4, 1917	June 19, 1918	Feb. 6, 1919	Jan. 12, 1920	Apr. 26, 1919	Aug. 20, 1920	CONTOCOOK	9
10	.....	[3] July 27, 1917	.....	[2] 1905	Sept. 25, 1917	Nov. 10, 1917	GENESEE	10
11	.....	[3] Apr. 18, 1898	.....	[2] 1892	.....	July 6, 1898 Aug. 8, 1912	IROQUOIS	11
12	[1] Mar. 4, 1917	June 19, 1918	Feb. 6, 1919	Jan. 12, 1920	May 3, 1919	Oct. 29, 1920	IUKA	12
13	[1] Mar. 4, 1917	May 21, 1918	Aug. 23, 1918	Aug. 26, 1919	.....	Nov. 18, 1919	KALMIA	13
14	[1] Mar. 4, 1917	June 19, 1918	Mar. 22, 1919	Feb. 26, 1920	May 10, 1919	Dec. 9, 1920 [5] Jun. 8, 1922	KEOSANQUA	14
15	[1] Mar. 4, 1917	May 21, 1918	Aug. 23, 1918	June 25, 1919	.....	Nov. 4, 1919	KEWAYDIN	15
16	[1] Mar. 4, 1917	[4] May 18, 1918	Nov. 30, 1918	July 11, 1919	.....	Feb. 18, 1920	KOKA	16
17	.....	[3] 1917	.....	[2] 1899	.....	Nov. 10, 1917 [5] Dec. 9, 1922	LYKENS	17
18	[1] Mar. 4, 1917	[4] 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	[1] Mar. 4, 1917	June 19, 1918	June 16, 1919	Feb. 26, 1920	May 17, 1919	Jan. 19, 1921	MONTCALM	20
21	[1] Mar. 4, 1917	[4] May 18, 1918	Mar. 5, 1919	July 24, 1919	.....	Dec. 5, 1919	NAPA	21

[1] Emergency fund.
[2] Year built.
[3] Date of purchase.
[4] Date assigned to yard.
[5] Date placed out of commission.

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AUXILIARIES—OCEAN TUGS (AT).

	Name and official number.	Material of hull.	Dimensions. Length over all.	Length between perpendiculars.	Breadth, moulded.	Mean draft.	Displacement.	Speed.	
			Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Knots.*	
22	NAVAJO AT52	Steel..	141 4	.....	27 6	14 1	800	[1] 12.0	22
23	ONTARIO AT13	Steel..	185 2	175 0	34 0	12 6	1,120	13.2	23
24	PATAPSCO AT10	Steel..	157 1	148 0	29 0½	12 3	[1] 755	[1] 13.0	24
25	PATUXENT AT11	Steel..	156 7	148 0	29 0½	12 3	[1] 755	[1] 13.0	25
26	PINOLA AT33	Steel..	156 8	149 3¾	30 0	14 7	[1] 1,000	[1] 13.0	26
27	PISCATAQUA AT49	Steel..	.....	149 0	28 7	12 0	854	[1] 16.0	27
28	SAGAMORE AT20	Steel..	156 8	149 3¾	30 0	14 7	[1] 1,000	[1] 13.0	28
29	SCIOTA AT30	Steel..	156 8	149 3¾	30 0	14 7	[1] 1,000	[1] 13.0	29
30	SONOMA AT12	Steel..	185 2	175 0	34 0	12 6	1,120	13.08	30
31	SUNNADIN AT28	Steel..	156 8	149 3¾	30 0	14 7	[1] 1,000	[1] 13.0	31
32	TADOUSAC AT22	Steel..	156 8	149 3¾	30 0	14 7	[1] 1,000	[1] 13.0	32
33	TATNUCK AT27	Steel..	156 8	149 3¾	30 0	14 7	[1] 1,000	[1] 13.0	33
34	TILLAMOOK AT16	Steel..	122 6	115 0	24 0	12 10	575	10.55	34
35	UMPQUA AT25	Steel..	156 8	149 3¾	30 0	14 7	[1] 1,000	[1] 13.0	35
36	UNDAUNTED AT58	Steel..	143 0	.....	28 0	14 10	[1] 450	11.5	36
37	WANDANK AT26	Steel..	156 8	149 3¾	30 0	14 7	[1] 1,000	[1] 13.0	37
38	WANDO AT17	Steel..	123 6½	115 0	26 7⅞	11 6	575	.....	38
	Total displacement						33,630		

[1] Estimated.

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AUXILIARIES—OCEAN TUGS (AT).

	Tonnage.				Fuel capacity.		Rig.		Name and official number.	
	United States register.		Panama Canal.		Coal, 42 cubic feet per ton.	Oil, 40 cubic feet per ton.	No. of funnels.	Masts.		
	Gross.	Net.	Gross.	Net.						
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*				
22	438	45	483	128	.....	.....	1	2	NAVAJO.....AT52	22
23	883	131	875	[1] 177	445	.....	1	2	ONTARIO.....AT13	23
24	.....	.....	.....	.....	324	.....	1	2	PATAPSCO.....AT10	24
25	521	101	569	112	324	.....	1	2	PATUXENT.....AT11	25
26	.....	.....	.....	.....	.....	279	1	2	PINOLA.....AT33	26
27	.....	.....	.....	.....	236	.....	1	2	PISCATAQUA.....AT49	27
28	.....	.....	.....	.....	.....	279	1	2	SAGAMORE. AT20	28
29	.....	.....	.....	.....	.....	279	1	2	SCIOTA AT30	29
30	883	131	875	[1] 177	435	.....	1	2	SONOMA AT12	30
31	.....	.....	.....	.....	.....	279	1	2	SUNNADIN AT28	31
32	.....	.....	.....	.....	.....	279	1	2	TADOUSAC AT22	32
33	.....	.....	.....	.....	.....	279	1	2	TATNUCK AT27	33
34	.....	.....	.....	.....	.....	142	1	1 mast, 1 derrick	TILLAMOOK AT16	34
35	.....	.....	.....	.....	.....	279	1	2	UMPQUA AT25	35
36	.....	.....	.....	.....	.....	[2] 2,469	1	2	UNDAUNTED AT58	36
37	.....	.....	.....	.....	.....	279	1	2	WANDANK.....AT26	37
38	.....	.....	.....	.....	.....	144	1	2	WANDO.....AT17	38

[1] Subject to 50 per cent limitation on propelling power.

[2] Barrels of fuel oil.

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AUXILIARIES—OCEAN 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.*	*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...	19¾	31½	54½	36	2 S. E.	158	5,812	1,517	.....	23
24	PATAPSCO	2	Vert., 3-exp...	11¾	18½	32	27	2 S. E.	97	3,078	1,160	.....	24
25	PATUXENT	2	Vert., 3-exp...	11¾	18½	32	27	2 S. E.	97	3,078	1,160	.....	25
26	PINOLA	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.	(Oil)	4,972	[1] 1,800	.....	26
27	PISCATAQUA	1	Vert., 3-exp...	20	32½	55	36	2 S. E.	114	4,116	2,000	.....	27
28	SAGAMORE	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.	(Oil)	4,972	[1] 1,800	.....	28
29	SCIOTA	1	Vert., 3-exp...	21	33½	55½	42	2 S .E.	(Oil)	4,972	[1] 1,800	.....	29
30	SONOMA	1	Vert., 3-exp...	19¾	31½	54½	36	2 S. E.	158	5,812	1,596	.....	30
31	SUNNADIN	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.	(Oil)	4,972	[1] 1,800	.....	31
32	TADOUSAC	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.	(Oil)	4,972	[1] 1,800	.....	32
33	TATNUCK	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.	(Oil)	4,972	2,070	.....	33
34	TILLAMOOK	1	Vert., 3-exp...	15	24	38	24	2 S. E.	(Oil)	2,290	800	.....	34
35	UMPQUA	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.	(Oil)	4,972	[1] 1,800	.....	35
36	UNDAUNTED	1	Vert., 3-exp...	16½	26	44	30	2 Union	(Oil)	3,870	1,000	.....	36
37	WANDANK	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.	(Oil)	4,972	[1] 1,800	.....	37
38	WANDO	1	Vert., 3-exp...	15	24	38	24	2 S. E.	(Oil)	3,617	800	.....	38
										Total horsepower		57,501	

[1] Estimated.

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AUXILIARIES—OCEAN TUGS (AT).

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

[1] Turbo.

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AUXILIARIES—OCEAN TUGS (AT).

	Name and official number.	Armament.	Messes (complement). Officers.	Chief petty officers.	Other enlisted Men.	By whom and where built or building.	Contract price of hull and machinery (dollars).	
22	NAVAJO AT52	[4] 2 3-pdr.....	5	3	17	Neafie & Levy, Philadelphia.	[1] 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	PATAPSCO AT10	[4] 1 3″ 50 cal. A. A....	5	3	28	Navy yard, Portsmouth, N. H.	[2] 175,000	24
25	PATUXENT ...AT11	[4] 1 3″ 50 cal. A. A....	5	3	27	Navy yard, Norfolk, Va.	[2] 175,000	25
26	PINOLA AT33	[4] 2 3″ 50 cal. A. A....	5	3	35	Navy yard, Puget Sound	.....	26
27	PISCATAQUA ..AT49	[4] 2 3-pdr.....	5	3	41	F. W. Wheeler & Co., West Bay City, Mich.	[1] 130,000	27
28	SAGAMORE ...AT20	[4] 2 3″ 50 cal. A. A....	5	3	17	American S. B. Co., Buffalo, N. Y.	430,921	28
29	SCIOTA..... AT30	[4] 2 3″ 50 cal. A. A....	5	3	17	Navy yard, Puget Sound	.....	29
30	SONOMA AT12	[4] 1 3″ 50 cal. broadside; 1 3″ 50 cal. A. A.	5	4	50	New York S. B. Co., Camden, N. J.	194,000	30
31	SUNNADIN....AT28	[4] 2 3″ 50 cal. A. A....	5	3	27	Navy yard, Puget Sound	.....	31
32	TADOUSAC ...AT22	[4] 2 3″ 50 cal. A. A....	5	3	36	Ferguson Steel & Iron Works, Buffalo, N. Y.	550,000	32
33	TATNUCK AT27	[4] 2 3″ 50 cal. A. A....	5	3	27	Navy yard, Puget Sound	.....	33
34	TILLAMOOK ..AT16	[4] 2 3-pdr.....	5	2	10	Seattle C. & D. D. Co., Seattle, Wash.	([3])	34
35	UMPQUA AT25	[4] 2 3″ 50 cal. A. A....	5	3	27	Ferguson Steel & Iron Works, Buffalo, N. Y.	550,000	35
36	UNDAUNTED .AT58	[4] 1 3″ 50 cal. A. A....	5	2	20	Union Iron Works Co., San Francisco.	[1] 222,500	36
37	WANDANK ...AT26	[4] 2 3″ 50 cal. A. A....	5	3	17	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	37
38	WANDO AT17	[4] 2 3-pdr.....	5	3	17	Navy yard, Charleston, S. C.	[2] 125,000	38

[1] Purchase price.
[2] Limit of cost.
[3] Tillamook, Arapaho, and Mohave purchased for total of $377,000.
[4] Authorized battery; guns not on board.

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AUXILIARIES—OCEAN TUGS (AT).

	Date of act authorizing building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
22	.....	[1]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	Apr. 27, 1904	[2]July 20, 1906	May 12, 1907	June 29, 1908	.....	July 28, 1909 July 1, 1911	PATAPSCO.....	24
25	Apr. 27, 1904	[2]July 20, 1906	July 25, 1907	May 16, 1908	.....	May 4, 1909 July 1, 1911	PATUXENT.....	25
26	[3]Mar. 4, 1917	[3]May 18, 1918	Mar. 3, 1919	Aug. 12, 1919	.....	Feb. 7, 1920 Aug. 14, 1923	PINOLA.....	26
27	.....	[1]May 11, 1898	.....	[5]1897	.....	June 18, 1898 [4]Apr. 10, 1922	PISCATAQUA.....	27
28	Mar. 4, 1917	May 24, 1917	.....	.....	Nov. 15, 1917	.....	SAGAMORE.....	28
29	[3]Mar. 4, 1917	[3]May 18, 1918	Nov. 30, 1918	June 11, 1919	.....	Nov. 13, 1919	SCIOTA.....	29
30	Mar. 4, 1911	July 28, 1911	Nov. 7, 1911	May 11, 1912	Aug. 24, 1912	Sept. 6, 1912	SONOMA.....	30
31	[3]Mar. 4, 1917	[3]May 18, 1918	Dec. 3, 1918	Feb. 28, 1919	.....	Oct. 20, 1919	SUNNADIN.....	31
32	[3]Mar. 4, 1917	May 21, 1918	July 22, 1918	Feb. 17, 1919	.....	June 13, 1919	TADOUSAC.....	32
33	[3]Mar. 4, 1917	[3]May 18, 1918	Dec. 3, 1918	Feb. 21, 1919	.....	July 26, 1919	TATNUCK.....	33
34	.....	June 30, 1913	Jan. 6, 1914	Aug. 15, 1914	Aug. 12, 1914	.....	TILLAMOOK.....	34
35	[3]Mar. 4, 1917	May 21, 1918	Feb. 19, 1919	Sept. 18, 1919	.....	Dec. 6, 1919	UMPQUA.....	35
36	.....	[1]1917	.....	[5]1917	.....	Feb. 5, 1918	UNDAUNTED....	36
37	[3]Mar. 4, 1917	May 21, 1918	Apr. 7, 1919	Oct. 21, 1919	.....	Mar. 23, 1920 May 8, 1922	WANDANK.....	37
38	.....	[2]Dec. 7, 1914	June 14, 1915	Mar. 7, 1916	.....	Apr. —, 1917 [4]Apr. 18, 1922	WANDO.....	38

[1] Date of purchase.
[2] Date assigned to yard.
[3] Emergency fund.
[4] Date placed out of commission.
[5] Year built.

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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.		
			Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Knots.*	
1	AVOCET.....AM19	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	1
2	BITTERN.....AM36	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	2
3	BOBOLINK.....AM20	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	3
4	BRANT.....AM24	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	4
5	CHEWINK.....AM39	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	5
6	CORMORANT.....AM40	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	6
7	CURLEW.....AM8	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	7
8	EIDER.....AM17	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	8
9	FALCON[1].....AM28	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	9
10	FINCH.....AM9	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	10
11	GANNET.....AM41	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	11
12	GREBE.....AM43	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	12
13	HERON.....AM10	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	[2] 13.7	13
14	KINGFISHER.....AM25	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	[2] 13.93	14
15	LAPWING.....AM1	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	15
16	LARK.....AM21	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	16
17	MALLARD.....AM44	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	17
18	ORIOLE.....AM7	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	18
19	ORTOLAN.....AM45	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	19
20	OWL.....AM2	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	20
21	PARTRIDGE.....AM16	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	21

[1] Falcon equipped as submarine rescue vessel.

[2] Based on special trials.

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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	AVOCET.....AM19	1
2	.....	.....	.....	.....	.....	275	1	2	BITTERN.....AM36	2
3	697	nil	762	133	.....	275	1	2	BOBOLINK.....AM20	3
4	.....	.....	.....	.....	.....	275	1	2	BRANT.....AM24	4
5	723	nil	784	168	.....	275	1	2	CHEWINK.....AM39	5
6	713	nil	775	142	.....	275	1	2	CORMORANT.....AM40	6
7	723	nil	784	168	.....	275	1	2	CURLEW.....AM8	7
8	.....	.....	.....	.....	.....	275	1	2	EIDER.....AM17	8
9	.....	.....	.....	.....	.....	275	1	2	FALCON.....AM28	9
10	.....	.....	.....	.....	.....	275	1	2	FINCH.....AM9	10
11	.....	.....	.....	.....	.....	275	1	2	GANNET.....AM41	11
12	723	nil	784	168	.....	275	1	2	GREBE.....AM43	12
13	.....	.....	.....	.....	.....	275	1	2	HERON.....AM10	13
14	.....	.....	.....	.....	.....	275	1	2	KINGFISHER.....AM25	14
15	.....	.....	.....	.....	.....	275	1	2	LAPWING.....AM1	15
16	771	nil	787	151	.....	275	1	2	LARK.....AM21	16
17	771	nil	786	156	.....	275	1	2	MALLARD.....AM44	17
18	732	nil	795	166	.....	275	1	2	ORIOLE.....AM7	18
19	.....	.....	.....	.....	.....	275	1	2	ORTOLAN.....AM45	19
20	.....	.....	.....	.....	.....	275	1	2	OWL.....AM2	20
21	.....	.....	.....	.....	.....	275	1	2	PARTRIDGE.....AM16	21

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AUXILIARIES—MINE SWEEPERS (AM).

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

[1] Estimated.

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AUXILIARIES—MINE SWEEPERS (AM).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
1	185	2	25	125	B-6 (turbo.) T-F (gen.)	B. F. Sturtevant	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	CHEWINK.....AM39	5
6	185	2	25	125	do	do	CORMORANT.....AM40	6
7	185	2	25	125	do	do	CURLEW.....AM8	7
8	185	2	25	125	do	do	EIDER.....AM17	8
9	185	2	25	125	do	do	FALCON.....AM28	9
10	185	2	25	125	do	do	FINCH.....AM9	10
11	185	2	25	125	do	do	GANNET.....AM41	11
12	185	2	25	125	do	do	GREBE.....AM43	12
13	185	2	25	125	do	do	HERON.....AM10	13
14	185	2	25	125	do	do	KINGFISHER.....AM25	14
15	185	2	25	125	do	do	LAPWING.....AM1	15
16	185	2	25	125	do	do	LARK.....AM21	16
17	185	2	25	125	do	do	MALLARD.....AM44	17
18	185	2	25	125	do	do	ORIOLE.....AM7	18
19	185	2	25	125	do	do	ORTOLAN.....AM45	19
20	185	2	25	125	do	do	OWL.....AM2	20
21	185	2	25	125	do	do	PARTRIDGE.....AM16	21

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AUXILIARIES—MINE SWEEPERS (AM).

	Name and official number.	Armament.	Messes (complement). Officers.	Chief petty officers.	Other enlisted men.	By whom and where built or building.	Contract price of hull and machinery (dollars).	
1	AVOCET.....AM19	[1] 2 3", 50 cal. A. A..	5	4	50	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	1
2	BITTERN.....AM36	2 3", 50 cal. A. A..	5	4	50	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	2
3	BOBOLINK...AM20	[1] 2 3", 50 cal. A. A..	5	4	50	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	3
4	BRANT.....AM24	[1] 2 3", 50 cal. A. A..	5	4	50	Sun S. B. Co., Chester, Pa.	Cost+10%	4
5	CHEWINK....AM39	[1] 2 3", 50 cal. A. A..	5	4	50	Todd Shipyard Corp., New York.	572,000	5
6	CORMORANT..AM40	[1] 2 3", 50 cal. A. A..	5	4	50	.....do.....	572,000	6
7	CURLEW.....AM8	[1] 2 3", 50 cal. A. A..	5	4	50	Staten Island S. B. Co., New York.	Cost+10%	7
8	EIDER.....AM17	[1] 2 3", 50 cal. A. A..	5	4	50	Pusey & Jones Co., Wilmington, Del.	Cost+10%	8
9	FALCON.....AM28	[1] 2 3", 50 cal. A. A..	5	4	50	Gas Engine & Power Co., Morris Heights, N. Y.	Cost+10%	9
10	FINCH.....AM9	2 3", 50 cal. A. A..	5	4	50	Standard S. B. Corp., New York.	Cost+10%	10
11	GANNET.....AM41	[1] 2 3", 50 cal. A. A..	5	4	50	Todd Shipyard Corp., New York.	572,000	11
12	GREBE.....AM43	[1] 2 3", 50 cal. A. A..	5	4	50	Staten Island S. B. Co., New York.	Cost+fee.	12
13	HERON.....AM10	[1] 2 3", 50 cal. A. A..	5	4	50	Standard S. B. Co., New York.	Cost+10%	13
14	KINGFISHER..AM25	[1] 2 3", 50 cal. A. A..	5	4	50	Navy yard, Puget Sound	.....	14
15	LAPWING.....AM1	[1] 2 3", 50 cal. A. A..	5	4	50	Todd Shipyard Co., New York.	465,000	15
16	LARK.....AM21	[1] 2 3", 50 cal. A. A..	5	4	50	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	16
17	MALLARD....AM44	[1] 2 3", 50 cal. A. A..	5	4	50	Staten Island S. B. Co., New York.	Cost+fee.	17
18	ORIOLE.....AM7	[1] 2 3", 50 cal. A. A..	5	4	50	.....do.....	Cost+10%	18
19	ORTOLAN....AM45	[1] 2 3", 50 cal. A. A..	5	4	50	.....do.....	Cost+fee.	19
20	OWL.....AM2	[1] 2 3", 50 cal. A. A..	5	4	50	Todd Shipyard Corp., New York.	465,000	20
21	PARTRIDGE..AM16	[1] 2 3", 50 cal. A. A..	5	4	50	Chester S. B. Co., Chester, Pa.	Cost+10%	21

[1] Authorized battery—guns not on board.

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AUXILIARIES—MINE SWEEPERS (AM).

	Date of act authorizing building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
1	[1] Mar. 4, 1917	Aug. 11, 1917	Sept. 13, 1917	Mar. 9, 1918	.....	Sept. 17, 1918 [3] Apr. 3, 1922	AVOCET.....	1
2	[1] Mar. 4, 1917	Aug. 13, 1917	Dec. 12, 1917	Feb. 15, 1919	.....	May 28, 1919	BITTERN.....	2
3	[1] Mar. 4, 1917	Aug. 11, 1917	Oct. 29, 1917	June 15, 1918	.....	Jan. 28, 1919	BOBOLINK.....	3
4	[1] Mar. 4, 1917	June 13, 1917	Dec. 8, 1917	May 30, 1918	.....	Sept. 5, 1918	BRANT.....	4
5	[1] Oct. 6, 1917	Mar. 28, 1918	July 8, 1918	Dec. 21, 1918	.....	Apr. 9, 1919	CHEWINK.....	5
6	[1] Oct. 6, 1917	Mar. 28, 1918	Sept. 4, 1919	Feb. 5, 1919	.....	May 15, 1919	CORMORANT.....	6
7	[1] Mar. 4, 1917	Aug. 15, 1917	Apr. 1, 1918	Aug. 29, 1918	.....	Feb. 7, 1919 Oct. 29, 1921	CURLEW.....	7
8	[1] Mar. 4, 1917	Aug. 7, 1917	Sept. 25, 1917	May 26, 1918	.....	Jan. 23, 1919 [3] Apr. 18, 1922	EIDER.....	8
9	[1] Mar. 4, 1917	July 31, 1917	Nov. 14, 1917	Sept. 7, 1918	.....	Nov. 12, 1918	FALCON.....	9
10	[1] Mar. 4, 1917	Sept. 20, 1917	Aug. 22, 1917	Mar. 30, 1918	.....	Sept. 10, 1918	FINCH.....	10
11	[1] Oct. 6, 1917	Mar. 28, 1918	Oct. 1, 1918	Mar. 19, 1919	.....	July 10, 1919	GANNET.....	11
12	[1] Oct. 6, 1917	Mar. 27, 1918	May 25, 1918	Dec 17, 1918	.....	Apr. 30, 1919 Nov. 15, 1922	GREBE.....	12
13	[1] Mar. 4, 1917	Sept. 29, 1917	Aug. 26, 1917	May 18, 1918	.....	Oct. 30, 1918 [3] Apr. 6, 1922	HERON.....	13
14	[1] Mar. 4, 1917	[2] Aug. 6, 1917	Dec. 15, 1917	Mar. 30, 1918	.....	May 27, 1918	KINGFISHER.....	14
15	[1] Mar. 4, 1917	Aug. 15, 1917	Oct. 25, 1917	Mar. 14, 1918	.....	June 12, 1918 [3] Apr. 11, 1922	LAPWING.....	15
16	[1] Mar. 4, 1917	Aug. 11, 1917	Mar. 11, 1918	Aug. 6, 1918	.....	Apr. 12, 1919	LARK.....	16
17	[1] Oct. 6, 1917	Nov. 27, 1918	May 25, 1918	Dec. 17, 1918	.....	June 25, 1919	MALLARD.....	17
18	[1] Mar. 4, 1917	Aug. 15, 1917	Mar. 6, 1918	July 3, 1918	.....	Nov. 5, 1918 [3] May 3, 1922	ORIOLE.....	18
19	[1] Oct. 6, 1917	Mar. 27, 1918	July 9, 1918	Jan. 30, 1919	.....	Sept. 17, 1919 July 11, 1922	ORTOLAN.....	19
20	[1] Mar. 4, 1917	Aug. 15, 1917	Oct. 25, 1917	Mar. 4, 1918	.....	July 11, 1918	OWL.....	20
21	[1] Mar. 4, 1917	Sept. 7, 1917	May 14, 1918	Oct. 15, 1918	.....	June 17, 1919	PARTRIDGE.....	21

[1] Emergency funds. [2] Date assigned to yard. [3] Date placed out of commission.

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AUXILIARIES—MINE SWEEPERS (AM).

	Name and official number.	Material of hull.	Dimensions. Length over all.	Length between perpendiculars.	Breadth, molded.	Depth, molded.	Mean draft.	Displacement.	Speed.	
			Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Ft. in*	*Tons.*	*Knots.*	
22	PEACOCK[2].....AM46	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	22
23	PELICAN.....AM27	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	23
24	PENGUIN[1].....AM33	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	24
25	PIGEON[1].....AM47	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	25
26	QUAIL.....AM15	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	26
27	RAIL.....AM26	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	27
28	REDWING[4].....AM48	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	28
29	ROBIN.....AM3	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	29
30	SANDERLING.....AM37	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	30
31	SANDPIPER.....AM51	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	31
32	SEA GULL.....AM30	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	32
33	SWALLOW.....AM4	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	33
34	SWAN.....AM34	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	34
35	TANAGER.....AM5	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	35
36	TEAL.....AM23	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	36
37	TERN.....AM31	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	37
38	THRUSH.....AM18	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	38
39	TURKEY.....AM13	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	39
40	VIREO.....AM52	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	40
41	WARBLER[2].....AM53	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	41
42	WHIPPOORWILL.....AM35	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	42
43	WIDGEON[3].....AM22	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	43
44	WILLET[2].....AM54	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	44
45	WOODCOCK.....AM14	Steel..	187 10	180 0	35 6	18 8½	9 9½	950	14.0	45
	Total displacement.....							42,750		

[1] Pigeon and Penguin temporarily converted to gunboats for use on Asiatic stations.
[2] Loaned to Shipping Board.
[3] Widgeon equipped as submarine rescue vessel.
[4] To be transferred to U. S. Coast Guard.

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AUXILIARIES—MINE SWEEPERS (AM).

	Tonnage.				Fuel capacity.		Rig.		Name and official number.	
	United States register.		Panama Canal.							
	Gross.	Net.	Gross.	Net.	Coal, 42 cubic feet per ton.	Oil, 40 cubic feet per ton.	No. funnels.	Masts.		
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*				
22	.....	.....	.....	.....	.....	275	1	2.....	PEACOCK.....AM46	22
23	697	Nil.	762	133	.....	275	1	2.....	PELICAN.....AM27	23
24	.....	.....	.....	.....	.....	275	1	2.....	PENGUIN.....AM33	24
25	736	Nil.	797	164	.....	275	1	2.....	PIGEON.....AM47	25
26	.....	.....	.....	.....	.....	275	1	2.....	QUAIL.....AM15	26
27	717	Nil.	788	153	.....	275	1	2.....	RAIL.....AM26	27
28	.....	.....	.....	.....	.....	275	1	2.....	REDWING.....AM48	28
29	721	Nil.	779	164	.....	275	1	2.....	ROBIN.....AM3	29
30	.....	.....	.....	.....	.....	275	1	2.....	SANDERLING.....AM37	30
31	.....	.....	.....	.....	.....	275	1	2.....	SANDPIPER.....AM51	31
32	.....	.....	.....	.....	.....	275	1	2.....	SEA GULL.....AM30	32
33	.....	.....	.....	.....	.....	275	1	2.....	SWALLOW.....AM4	33
34	723	Nil.	784	168	.....	275	1	2.....	SWAN.....AM34	34
35	697	Nil.	762	133	.....	275	1	2.....	TANAGER.....AM5	35
36	697	Nil.	762	133	.....	275	1	2.....	TEAL.....AM23	36
37	.....	.....	.....	.....	.....	275	1	2.....	TERN.....AM31	37
38	.....	.....	.....	.....	.....	275	1	2.....	THRUSH.....AM18	38
39	697	Nil.	762	133	.....	275	1	2.....	TURKEY.....AM13	39
40	.....	.....	.....	.....	.....	275	1	2.....	VIREO.....AM52	40
41	.....	.....	.....	.....	.....	275	1	2.....	WARBLER.....AM53	41
42	697	Nil.	762	133	.....	275	1	2.....	WHIPPOORWILL....AM35	42
43	697	Nil.	762	133	.....	275	1	2.....	WIDGEON.....AM22	43
44	.....	.....	.....	.....	.....	275	1	2.....	WILLET.....AM54	44
45	723	Nil.	784	168	.....	275	1	2.....	WOODCOCK.....AM14	45

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AUXILIARIES—MINE SWEEPERS (AM).

	Name.	Number of propellers.	Engines. Type.	Cylinder diameters. H. P.	I. P.	L. P.	Stroke.	Boilers, oil burning. Number and type.	Total heating surface.	Indicated horsepower on trial. Main engines.	Total maximum.	
				In.	*In.*	*In.*	*In.*		*Sq. ft.*			
22	PEACOCK	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	22
23	PELICAN	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	23
24	PENGUIN	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	24
25	PIGEON	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	25
26	QUAIL	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	26
27	RAIL	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	27
28	REDWING	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	28
29	ROBIN	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	29
30	SANDERLING	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	30
51	SANDPIPER	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	31
32	SEA GULL	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	32
33	SWALLOW	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	33
34	SWAN	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	34
35	TANAGER	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	35
36	TEAL	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	36
37	TERN	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	37
38	THRUSH	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	38
39	TURKEY	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	39
40	VIREO	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	40
41	WARBLER	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	41
42	WHIPPOORWILL	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	42
43	WIDGEON	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	43
44	WILLET	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	44
45	WOODCOCK	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	[1] 1,400	.....	45
								Total horsepower.....		63,100		

[1] Estimated.

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AUXILIARIES—MINE SWEEPERS (AM).

	Total weight of machinery (wet).	Electric-turbo generating sets.					Name and official number.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
22	185	2	25	125	{B-6 (turb.) ... T-F (gen.) ...}	B. F. Sturtevant	PEACOCK.....AM46	22
23	185	2	25	125	do	do	PELICAN.....AM27	23
24	185	2	25	125	do	do	PENGUIN.....AM33	24
25	185	2	25	125	do	do	PIGEON.....AM47	25
26	185	2	25	125	do	do	QUAIL.....AM15	26
27	185	2	25	125	do	do	RAIL.....AM26	27
28	185	2	25	125	do	do	REDWING.....AM48	28
29	185	2	25	125	do	do	ROBIN.....AM3	29
30	185	2	25	125	do	do	SANDERLING.....AM37	30
31	185	2	25	125	do	do	SANDPIPER.....AM51	31
32	185	2	25	125	do	do	SEA GULL.....AM30	32
33	185	2	25	125	do	do	SWALLOW.....AM4	33
34	185	2	25	125	do	do	SWAN.....AM34	34
35	185	2	25	125	do	do	TANAGER.....AM5	35
36	185	2	25	125	do	do	TEAL.....AM23	36
37	185	2	25	125	do	do	TERN.....AM31	37
38	185	2	25	125	do	do	THRUSH.....AM18	38
39	185	2	25	125	do	do	TURKEY.....AM13	29
40	185	2	25	125	do	do	VIREO.....AM52	40
41	185	2	25	125	do	do	WARBLER.....AM53	41
42	185	2	25	125	do	do	WHIPPOORWILL.....A M35	42
43	185	2	25	125	do	do	WIDGEON.....AM22	43
44	185	2	25	125	do	do	WILLET.....AM54	44
45	185	2	25	125	do	do	WOODCOCK.....AM14	45

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AUXILIARIES—MINE SWEEPERS (AM).

	Name and official number.	Battery.	Messes (complement). Officers.	Chief petty officers.	Other enlisted men.	By whom and where built or building.	Contract price of hull and machinery (dollars).	
22	PEACOCK.....AM46	[1] 2 3", 50 cal. A. A ..	5	4	50	Staten Island S. B. Co., New York.	Cost+fee.	22
23	PELICAN.....AM27	[1] 2 3", 50 cal. A. A ..	5	4	50	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	23
24	PENGUIN.....AM33	2 3", 50 cal. A. A.....	5	4	50	New Jersey D. D. & T. Co., Elizabethport, N.J.	Cost+10%	24
25	PIGEON.....AM47	2 3", 50 cal. A. A.....	5	4	50	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+fee.	25
26	QUAIL.....AM15	[1] 2 3", 50 cal. A. A ..	5	4	50	Chester S. B. Co., Chester, Pa.	Cost+10%	26
27	RAIL.....AM26	[1] 2 3", 50 cal. A. A ..	5	4	50	Navy yard, Puget Sound.	.....	27
28	REDWING....AM48	[1] 2 3", 23 cal. A. A ..	5	4	50	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+fee.	28
29	ROBIN.....AM3	[1] 2 3", 50 cal. A. A ..	5	4	50	Todd Shipyard Corp., New York.	465,000	29
30	SANDERLING.AM37	[1] 2 3", 50 cal. A. A ..	5	4	50	.....do.....	572,000	30
31	SANDPIPER...AM51	[1] 2 3", 50 cal. A. A ..	5	4	50	Navy yard, Philadelphia	.....	31
32	SEA GULL....AM30	[1] 2 3", 50 cal. A. A ..	5	4	50	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	32
33	SWALLOW.....AM4	[1] 2 3", 50 cal. A. A ..	5	4	50	Todd Shipyard Corp., New York.	465,000	33
34	SWAN.....AM34	[1] 2 3", 50 cal. A. A ..	5	4	50	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	34
35	TANAGER.....AM5	[1] 2 3", 50 cal. A. A ..	5	4	50	Staten Island S. B. Co., New York.	Cost+10%	35
36	TEAL.....AM23	[1] 2 3", 50 cal. A. A ..	5	4	50	Sun S. B. Co., Chester, Pa.	Cost+10%	36
37	TERN.....AM31	[1] 2 3", 50 cal. A. A ..	5	4	50	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	37
38	THRUSH.....AM18	[1] 2 3", 50 cal. A. A ..	5	4	50	Pusey & Jones Co., Wilmington, Del.	Cost+10%	38
39	TURKEY.....AM13	[1] 2 3", 50 cal. A. A ..	5	4	50	Chester S. B. Co., Chester, Pa.	Cost+10%	39
40	VIREO.....AM52	[1] 2 3", 50 cal. A. A ..	5	4	50	Navy yard, Philadelphia	.....	40
41	WARBLER....AM53	[1] 2 3", 50 cal. . A ..	5	4	50	.....do.....	.....	41
42	WHIPPOORWILL..... AM35	[1] 2 3", 50 cal. A. A ..	5	4	50	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	42
43	WIDGEON....AM22	[1] 2 3", 50, cal. A. A..	5	4	50	Sun S. B. Co., Chester, Pa.	Cost+10%	43
44	WILLET.....AM54	[1] 2 3", 50 cal. A. A ..	5	4	50	Navy yard, Philadelphia	.....	44
45	WOODCOCK...AM14	2 3", 50 cal. A. A....	5	4	50	Chester S. B. Co., Chester, Pa.	Cost+10%	45

[1] Authorized battery; guns not on board.

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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.	
22	[1] Oct. 6, 1917	Mar. 27, 1918	Aug. 31, 1918	Apr. 8, 1919		Dec. 27, 1919 [2] Feb. 14, 1920	PEACOCK	22
23	[1] Mar. 4, 1917	July 31, 1917	Nov. 10, 1917	June 15, 1918		Oct. 10, 1918 Aug. 17, 1923	PELICAN	23
24	[1] Mar. 4, 1917	Aug. 29, 1917	Nov. 17, 1917	June 12, 1918		Nov. 21, 1918 Oct. 13, 1923	PENGUIN	24
25	[1] Oct. 6, 1917	May 4, 1918	June 15, 1918	Jan. 29, 1919		July 15, 1919 Oct. 13, 1923	PIGEON	25
26	[1] Mar. 4, 1917	Sept. 7, 1917	May 14, 1918	Oct. 6, 1918		Apr. 29, 1919	QUAIL	26
27	[1] Mar. 4, 1917	[3] Aug. 6, 1917	Dec. 15, 1917	Apr. 25, 1918		June 5, 1918	RAIL	27
28	[1] Oct. 6, 1917	May 4, 1918	Aug. 5, 1918	June 7, 1919		Oct. 17, 1919 [2] Apr 14, 1922	REDWING	28
29	[1] Mar. 4, 1917	Aug. 15, 1917	Mar. 4, 1918	June 17, 1918		Aug. 29, 1918	ROBIN	29
30	[1] Oct. 6, 1917	Mar. 28, 1918	May 27, 1918	Sept. 2, 1918		Dec. 4, 1918 [2] May 2, 1922	SANDERLING	30
31	[1] Oct. 6, 1917	[3] Dec. 26, 1917	Nov. 15, 1918	Apr. 28, 1919		Oct. 9, 1919	SANDPIPER	31
32	[1] Mar. 4, 1917	July 31, 1917	June 15, 1918	Dec. 24, 1918		Mar. 6, 1919	SEA GULL	32
33	[1] Mar. 4, 1917	Aug. 15, 1917	Mar. 18, 1918	July 4, 1918		Oct. 8, 1918	SWALLOW	33
34	[1] Mar. 4, 1917	Aug. 13, 1917	Dec. 10, 1917	July 4, 1918		Jan. 31, 1919 June 23, 1923	SWAN	34
35	[1] Mar. 4, 1917	Aug. 15, 1917	Sept. 28, 1917	Mar. 2, 1918		June 28, 1918 July 20, 1921	TANAGER	35
36	[1] Mar. 4, 1917	June 13, 1917	Oct. 8, 1917	May 25, 1918		Aug. 20, 1918	TEAL	36
37	[1] Mar. 4, 1917	July 31, 1918	Sept. 7, 1918	May 22, 1919		May 17, 1919	TERN	37
38	[1] Mar. 4, 1917	Aug. 7, 1917	May 27, 1918	Sept. 15, 1918		Apr. 25, 1919 [2] Apr. 3, 1922	THRUSH	38
39	[1] Mar. 4, 1917	Sept. 7, 1918	Oct. 19, 1917	Apr. 30, 1918		Dec. 13, 1918 [2] Apr. 12, 1922	TURKEY	39
40	[1] Oct. 6, 1917	[3] Dec. 26, 1917	Nov. 20, 1918	May 26, 1919		Oct. 16, 1919	VIREO	40
41	[1] Oct. 6, 1917	[3] Dec. 26, 1917	Apr. 28, 1919	July 30, 1919		Dec. 22, 1919 [2] June 16, 1920	WARBLER	41
42	[1] Mar. 4, 1917	Aug. 13, 1917	Dec. 12, 1917	Jan. 28, 1919		Apr. 1, 1919	WHIPPOORWILL	42
43	[1] Mar. 4, 1917	June 13, 1917	Oct. 8, 1917	May 5, 1918		July 27, 1918 Mar. 5, 1923	WIDGEON	43
44	[1] Oct. 6, 1917	[3] Dec. 26, 1917	May 26, 1919	Sept. 11, 1919		Jan. 29, 1920 [2] May 29, 1920	WILLET	44
45	[1] Mar. 4, 1917	Sept. 7, 1917	Oct. 19, 1917	May 12, 1918		Feb. 19, 1919 Feb. 21, 1924	WOODCOCK	45

[1] Emergency funds. [2] Date placed out of commission. [3] Date assigned to yard

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AUXILIARIES—MISCELLANEOUS (AG).

	Name and official number.	Dimensions. Length over all.	Length between perpendiculars.	Breadth on load water line.	Ship fully equipped ready for sea, normal stores, ammunition, and fuel. Mean draft.	Displacement (normal).	Tons per inch immersion.	Full load. Displacement.	Draft, aft.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	*Tons.*	*Ft. in.*	
1	ABARENDA.....AG14 *Ex-A C13*	325 6	314 0	42 0½	[1]22 10	[1]6,680	27.7	.....	.....	1
2	AJAX[3].....AG15 *Ex-A C14*	387 6	375 4	46 6	24 8	[2]9,250	35.2	.....	.....	2
3	ANTARES[4].....AG10	401 0	390 0	54 0	[1]24 5 1/16	[1]11,450	43.3	.....	.....	3
4	GENERAL ALAVA.....AG5	.....	212 6	29 9	11 0	1,115	.....	.....	.....	4
5	GOLD STAR.....AG12	391 9½	377 0	52 0	[1]23 11¾	[1]10,550	39.7	.....	.....	5
6	HANNIBAL.....AG1	274 1	263 4	39 3	17 4	4,000	21.0	.....	.....	6
7	PENSACOLA(S.P.2078)AG13 *Ex-AK7*	.....	339 1	51 2	23 0	9,821	.....	.....	.....	7
8	PROCYON[4].....AG11	401 0	390 0	54 0	[1]24 5 1/16	[1]11,450	43.3	.....	.....	8
	Total displacement.....					64,316				

[1] Loaded summer draft and displacement.
[2] Estimated.
[3] Has towing machine.
[4] Fitted as flagship.

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AUXILIARIES—MISCELLANEOUS (AG).

	Speed.	Tonnage. United States register. Gross.	Tonnage. United States register. Net.	Tonnage. Panama Canal. Gross.	Tonnage. Panama Canal. Net.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
	Knots.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*		
1	[1]9	.....	.....	.....	.....	825	ABARENDA.....AG14	1
2	[1]10	.....	.....	.....	.....	500	AJAX AG15	2
3	11.5	5,501	2,809	6,227	3,776	[2]1,222	ANTARES AG10	3
4	[1]10.5	.....	.....	.....	.....	246	GENERAL ALAVA.....AG5	4
5	11	5,066	2,957	5,559	3,792	[2]1,189	GOLD STAR AG12	5
6	[1]9	1,953	1,109	.....	.....	855	HANNIBAL.....AG1	6
7	10.7	4,423	3,102	.....	.....	1,052	PENSACOLA AG13	7
8	11.5	5,784	3,513	6,105	4,355	[2]1,222	PROCYON AG11	8

	Armament.	Rig. Number of funnels.	Rig. Masts.	Complement. Officers.	Complement. Chief petty officers.	Complement. Other enlisted men.	Name.	
1	[3]4 6-pdr	1	2.....	16	10	53	ABARENDA.AG14	1
2	[3]4 6-pdr	1	2.....	16	12	103	AJAX.....AG15	2
3	[3]2 5″ 51 cal.; 4 3″ 50 cal. A. A.; 2 6 pdr..	.....	2.....	18	14	[4]135	ANTARES...AG10	3
4	2 3-pdr.....	1	2.....	5	4	50	GEN. ALAVA.AG5	4
5	[3]2 5″ 51 cal.; 4 3″ 50 cal. A. A.....	1	2.....	15	8	101	GOLD STAR.AG12	5
6	1 6″ 40 cal.; 2 3″ 50 cal. A. A.....	1	2.....	17	11	135	HANNIBAL...AG1	6
7	4 3″ 50 cal., broadside.....	1	3.....	15	9	101	PENSACOLA.AG13	7
8	[3]51 cal.; 4 3″ 50 cal. A. A.; 2 6 pdr..	.....	2.....	18	14	[4]135	PROCYON...AG11	8

[1] Estimated.
[2] Tons of fuel oil (40 cu. ft. per ton).
[3] Authorized battery; guns not on board.
[4] Antares and Procyon also have 30 marines each.

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AUXILIARIES—MISCELLANEOUS (AG).

	Name.	Number of propellers.	Engines. Type.	Cylinder diameters. H. P.	I. P.	L. P.	Stroke.	Boilers. Number and type.	Total grate surface.	Total heating surface.	Indicated horsepower on trial. Main engines.	Total maximum.	
				In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			
1	ABARENDA	1	Vert., 3-exp	23	38	62	42	2 S. E.	106	4,000	[1] 1,050	.....	1
2	AJAX	1	Vert., 3-exp	27	44½	71	60	3 S. E. 1 Aux.	204	7,365	[1] 3,000	.....	2
3	ANTARES	1	Curtis g'd turb	....	....	....	....	3 B. & W.	(Oil)	8,700	[6] 2,500	.....	3
4	GENERAL ALAVA	1	Vert., 3-exp	17	27	45	30	1 S. E.	82	1,855	770	.....	4
5	GOLD STAR	1	Vert., 3-exp	24½	41½	72	48	3 S. E.	(Oil)	3,717	[1] 2,500	.....	5
6	HANNIBAL	1	Vert., 3-exp	20½	33	54	39	2 S. E.	122	3,972	[1] 1,100	.....	6
7	PENSACOLA	1	Vert., 3-exp	25⅝	40⅝	66⅝	44⅞	3 S. E.	149	5,490	1,700	1,750	7
8	PROCYON	1	Curtis g'd turb	....	....	....	....	3 B. & W.	(Oil)	8,700	[6] 2,500	.....	8
										Total horsepower		15,170	

	Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	ABARENDA	Edwards S. B. Co., Newcastle, Eng.	[4] 175,000	.....	[5] May 5, 1898	1
2	AJAX	D. & W. Henderson & Co., Glasgow, Scotland.	[4] 267,657	.....	[5] May 12, 1898	2
3	ANTARES	Am. Int. S. B. Corp., Hog Island, Pa.	.....	.....	[7] Oct. 29, 1921	3
4	GENERAL ALAVA	A. McMillan & Sons, Dumbarton, Scotland.[2]	([3])	.....	.....	4
5	GOLD STAR	Beth. S. B. Corp., Wilmington, Del.	.....	.....	[7] Oct. 29, 1921	5
6	HANNIBAL	J. Blumer & Co., Sunderland, England.	[4] 147,941	.....	[5] Apr. 16, 1898	6
7	PENSACOLA	Aktien Ges. Neptune, Germany	.....	.....	[7] May 22, 1917	7
8	PROCYON	Am. Int. S. B. Corp., Hog Island, Pa.	.....	.....	[7] Oct. 29, 1921	8

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

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AUXILIARIES—MISCELLANEOUS (AG).

	Total weight of machinery (wet).	Electric generating sets.					Name and official number.	
		Numbers.	Kilowatts (each).	Volts.	Type.	Builders.		
	Tons.							
1	.....	1	2	110	.....	G. E. Co	ABARENDA AG14	1
		1	10		4-10-450			
2	.....	2	24	80	6-24-400	G. E. Co	AJAX AG15	2
3	.....	2	15	125	M. P. 6-15-425	G. E. Co	ANTARES AG10	3
		2	50	125	I. P. comp.	Westinghouse		
4	.....	1	5	110	.....	Terry-Diehl	GENERAL ALAVA AG5	4
		1	10	110	4-10-450	General Electric		
5	.....	1	10	125	B.	Troy-G. E. Co	GOLD STAR AG12	5
		1	10	110	M. P. 6-10-475	G. E. Co		
6	.....	1	12½	125	S. K.	Am. Blower-Westgh	HANNIBAL AG1	6
		1	10		S. K.	Westinghouse		
		1	10		M. P. 8	Sturtevant		
7	.....	1	15	110	M. P. 6-15-400	G. E. Co	PENSACOLA AG13	7
8	.....	2	50	125	M. P. 6-50	G. E. Co	PROCYON AG11	8

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	.....	[2] 1892	.....	.....	May 29, 1898 July 1, 1911	ABARENDA	1
2	.....	[2] 1890	.....	.....	May 21, 1898 Oct. 17, 1921	AJAX	2
3	.....	[2] 1919	.....	[3] Nov. 14, 1921	Feb. 23, 1922	ANTARES	3
4	.....	1895	.....	.....	Mar. 9, 1900 Feb. 6, 1906	GENERAL ALAVA ...	4
5	.....	[2] 1920	.....	[3] Nov. 8, 1921	Feb. 1, 1922	GOLD STAR	5
6	.....	1898	.....	.....	June 7, 1898 Jan. 22, 1921	HANNIBAL	6
7	.....	Aug. 18, 1901	.....	[4] May 8, 1917	Oct. 8, 1917	PENSACOLA	7
8	.....	[2] 1919	.....	[3] Nov. 8, 1921	Nov. 30, 1921	PROCYON	8

[2] Year built. [3] Date taken over from Shipping Board. [4] Date acquired.

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	Name.	Type and remarks.	Dimensions. Length. (B. P.)	Beam.	Mean draft.	Displacement.	
			Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	
1	AMERICA	Old yacht, relic, at Annapolis, Md.	87 6	22 2⅝	11 7½	146	1
2	ANNAPOLIS...*ex-PG10*	Old gunboat; loaned to State of Pennsylvania.	168 0	36 0	12 0	1,010	2
3	BOSTON	Old cruiser, housed over (R. S.)	277 5	42 2	16 10	3,000	3
4	BRIARCLIFF[1]	Freighter; loaned to N. Y. Naval Militia.	268 0	45 2	[5] 23 10½	[5] 5,990	4
5	CHEYENNE...*ex-BM10*	Old monitor (ex-Wyoming); training Naval Reserves.	252 0	50 0	12 6	3,225	5
6	CHICAGO.....*ex-CA14*	Old cruiser (Immobile Sub. T.)	325 0	48 2½	19 0	4,500	6
7	COMMODORE[2]	Old freighter, housed over; training Naval Reserves.	.....	42 2½	[6] 15 4½	.....	7
8	CUMBERLAND	Training vessel—sails (R. S.)	[3] 176 5	45 8	16 5	1,800	8
9	DUBUQUE.....*ex-AG6*	Old gunboat; training Naval Reserves.	174 0	35 0	12 3	1,085	9
10	ESSEX	Old gunboat; training Naval Reserves.	185 0	35 0	14 3	1,375	10
11	HANCOCK.....*ex-AP3*	Old receiving ship; station ship at Pearl Harbor; training Naval Reserves.	450 2	45 4	24 9	[4] 8,500	11
12	HARTFORD	Old corvette (R. S.); training Naval Reserves.	226 0	43 10	18 2	2,790	12
13	HAWK.....*ex-PY2*	Old yacht (ex-Hermione); training Naval Reserves.	145 0	22 0	11 6	375	13
14	ILLINOIS.....*ex-BB7*	Old battleship; loaned to State of New York.	368 0	72 2½	23 6	.....	14
15	KEARSARGE...*ex-BB5*	Crane ship No. 1, under conversion	368 0	72 2½	23 6	11,520	15
16	NANTUCKET..*ex-PG23*	Old gunboat, ex-Rockport; loaned to State of Massachusetts.	177 4	32 0	13 0	1,261	16
17	NEWPORT.....*ex-PG12*	Old gunboat; loaned to State of New York.	168 0	36 0	12 0	1,010	17
18	NEWTON[1]	Freighter; training Naval Reserves	268 0	45 2	[5] 23 10½	[5] 5,990	18
19	NORTH DAKOTA..... *ex-BB29*	Old battleship (Mobile target)	510 0	85 2½	26 11	20,000	19
20	OLD CONSTELLATION..	Old sailing frigate, station ship at Newport.	176 0	42 0	20 0	1,970	20
21	OLD CONSTITUTION....	Old sailing frigate, relic	175 0	45 0	20 0	2,200	21
22	OREGON.....*ex-BB3*	Old battleship; relic	388 0	69 3	24 0	.....	22
23	PADUCAH.....*ex-AG7*	Old gunboat; training Naval Reserves.	174 0	35 0	12 3	1,085	23
24	PHILADELPHIA	Old cruiser, housed over (R. S.)	327 6	48 7½	19 6	4,410	24
25	REINA MERCEDES.....	Old Spanish cruiser, housed over (R.S.).	292 0	43 3	16 9	2,835	25
26	SOUTHERY	Old collier, purchased Apr. 16, 1898; housed over (R. S.).	288 0	38 10	.....	[4] 3,100	26
27	STURGEON BAY[1]	Freighter; loaned to N. Y. Naval Militia.	245 0	42 0	[5] 23 11	.....	27
28	TOPEKA.....*ex-PG35*	Old gunboat (ex-Diogenes); training Naval Reserves.	251 0	35 0	17 8	2,255	28
29	WHEELING...*ex-PG14*	Old gunboat; training Naval Reserves.	174 0	34 0	12 0	990	29
30	WILMETTE	Formerly S. S. Eastland, purchased in 1918; training Naval Reserves.	265 0	38 2	[6] 19 6	[4] 2,600	30
31	WILMINGTON..*ex-PG8*	Old gunboat; training Naval Reserves.	250 9	39 8	9 0	1,392	31
32	WOLVERINE	Old gunboat, ex-Michigan; training Naval Reserves.	164 11	27 0	9 0	685	32
33	YANTIC	Old gunboat; training Naval Reserves.	180 0	30 0	12 2	900	33
	Total displacement					97,999	

[1] Briarcliff taken over from Shipping Board January 1, 1922; Sturgeon Bay, September 24, 1921; Newton, October 2, 1922.
[2] Planted behind a bulkhead in a clay bed at Chicago, Ill.
[3] Length on designed waterline.
[4] Estimated.
[5] Loaded summer draft.
[6] Depth.
Topeka: Withdrawn from sale Sept. 29, 1922.
America: Taken over October 1, 1921, at Annapolis, Md., from Eastern Yacht Club, of Marblehead, Mass.

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	Length over all.	Material of hull.	Year built.	By whom and where built.	Name	
	Ft. in.					
1	.....	.....	1851	George Steers.....	AMERICA.....	1
2	203 6	Composite	1897	Lewis Nixon, Elizabethport, N. J.....	ANNAPOLIS....*ex-PG10*	2
3	288 3	Steel.....	1883–85	John Roach & Sons, Chester, Pa.....	BOSTON.....	3
4	[1]267 3½	Wood.....	1919	Russell S. B. Co., Portland, Me.....	BRIARCLIFF.....	4
5	255 1	Steel.....	1898–02	Union Iron Works.....	CHEYENNE....*ex-B M10*	5
6	342 2	Steel.....	1883–89	John Roach & Sons, Chester, Pa.....	CHICAGO.....*ex-CA14*	6
7	[1]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	465 6	Iron.....	1879	J. Elder & Co., Glasgow, Scotland.....	HANCOCK.....	11
12	.....	Wood.....	1858	Navy yard, Boston.....	HARTFORD.....	12
13	.....	Steel.....	1891	Fleming & Ferguson, Paisley, Scotland.	HAWK.....*ex-P Y2*	13
14	375 4	Steel.....	1901	Newport News S. B. Co.....	ILLINOIS.....*ex-BB7*	14
15	375 4	Steel.....	1896–99	Newport News S. B. Co.....	KEARSARGE.....*ex-BB5*	15
16	199 9	Iron.....	1876	Harlan & Hollingsworth.....	NANTUCKET...*ex-PG23*	16
17	204 5	Composite	1897	Bath Iron Works.....	NEWPORT.....*ex-PG12*	17
18	.....	Wood.....	1919	L. H. Shattuck (Inc.), Portsmouth N. H.	NEWTON.....	18
19	518 9	Steel.....	1910	Fore River S. B. Co.....	NORTH DAKOTA *ex-BB29*	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.....*ex-BB3*	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	259 4	Iron.....	1881	G. Howalt, Kiel, Germany.....	TOPEKA.....*ex-PG35*	28
29	189 7	Composite	1897	Union Iron Works.....	WHEELING.....*ex-PG14*	29
30	275 3	Steel.....	1903	Jenks S. B. Co., Port Huron, Mich.....	WILMETTE.....	30
31	251 10	Steel.....	1897	Newport News S. B. Co.....	WILMINGTON.....	31
32	.....	Iron	1842–44	Stackhouse & Tomlinson, Pittsburgh, Pa. (Erie, Pa.).	WOLVERINE.....	32
33	.....	Wood.....	1864	Navy yard, Philadelphia.....	YANTIC.....	33

[1] Registered.

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	Name.	Number of propellers.	Engines. Type.	Cylinder diameters. H. P.	I. P.	L. P.	Stroke.	Boilers. Number and type.	Total grate surface.	Total heating surface.	Indicated horsepower on trial. Main engines.	Total maximum.	
				In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			
1	AMERICA												1
2	ANNAPOLIS	2	Vert., 3-exp...	15	24½	40	28	2 B. & W...	100	3,814	1,223	1,227	2
3	BOSTON	1	Horiz., compd.	54	....	74	42	8 S. E.	382	8,920	4,300	.....	3
4	BRIARCLIFF												4
5	CHEYENNE	2	Vert., 3-exp...	17	26½	40	24	4 B. & W...	216	8,800	2,326	2,452	5
6	CHICAGO	2	Horiz., 3-exp..	33½	50½	76	40	4 S. E.	273	8,553	.....	.....	6
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	HANCOCK	1	Vert., 3-exp...	33½	56	92	66	{3 D. E. {2 S. E.	462	14,088	3,100	.....	11
12	HARTFORD	1	Horiz., compd.	35	....	66	48	4 S. E.	186	6,340	2,000	.....	12
13	HAWK	1	Vert., 4-exp...	15	{23 {30½	45	30	2 S. E.; 1 aux.	57	1,635	900	.....	13
14	ILLINOIS	2	Vert., 3-exp...	33½	51	78	48	8 Mosher	692	30,000	12,647	12,899	14
15	KEARSARGE	2	Vert., 3-exp...	33½	51	78	48	8 Mosher	725	31,760	11,674	11,954	15
16	NANTUCKET	1	Horiz., compd.	28	....	42	42	4 S. E.	120	2,945	[1]500	.....	16
17	NEWPORT	1	Vert., 3-exp...	15½	23½	36	30	2 S. E.	78	2,524	998	1,009	17
18	NEWTON	1	Vert., 3-exp...	19	32	56	36	2 Adv. W. T.	155	5,036	[1]1,400	.....	18
19	NORTH DAKOTA	2	Parson red. gear	....	....	....	....	14 B. & W...	[8]1,439	55,800 [7]6,320	31,300	[6]32,307	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	57⅜	39	2 S. E.; 1 aux.	133	2,831	[1]1,300	.....	26
27	STURGEON BAY	1	Vert., 3 exp...	20	32	54	42	2 S. E.	115.5	4,878	[1]1,500	.....	27
28	TOPEKA	2	De Laval geared turb.	....	....	....	....	2 Ward	112	4,894	[1]62,000	.....	28
29	WHEELING	2	Vert., 3-exp...	12	18	28	18	2 S. E.	60	2,508	1,063	1,080	29
30	WILMETTE	2	Vert., 3-exp...	21	34	56	30	3 S. E.	194	5,693	[1]4,000	.....	30
31	WILMINGTON	2	Vert., 3-exp...	15	22⅜	34⅛	18	4 B. & W...	150	5,140	1,868	1,898	31
32	WOLVERINE [3]	2	Inclined simple	[4]36	....	....	96	2 S. E.	91	[1]2,572	[1]365	.....	32
33	YANTIC	1	Comp [5]	....	....	....	....	1 S. E.; 1 aux.	.....	.....	310	.....	33
											Total horsepower	110,115	

[1] Estimated.
[2] Two low-pressure cylinders.
[3] Paddlewheels.
[4] Two cylinders.
[5] Jet condenser.
[6] Shaft horsepower.
[7] Superheat surface.
[8] Coal and oil.

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	Total weight of machinery (wet).	Electric generating sets. Number.	Kilowatts (each).	Volts.	Builders.	Armament.	Rig. Number of funnels.	Masts.	Name.	
	Tons.									
1	.....	.....	.....	.....	.....	.....	.....	.....	AMERICA.....	1
2	124	2	10	125	Sturtevant Co.....	1 4", 40 cal.....	1	Sch...	ANNAPOLIS.....	2
3	663	1	7.5	110	General Electric.....	.....	2	2.....	BOSTON.....	3
4	.....	.....	.....	.....	(3).....	1 4", 50 cal.....	.....	.....	BRIARCLIFF.....	4
	265	4	32	80	Union Iron Works...	2 12", 40 cal.; 4 4", 50 cal.; 2 3", 50 cal. A. A.; 2 6-pdr.	1	1 mil..	CHEYENNE.....	5
6	922	3	24	80	General Electric.....	.....	2	Sch...	CHICAGO.....	6
7	.....	.....	.....	.....	.....	{1 4", 50 cal.; 2 3-pdr.}	.....	.....	COMMODORE.....	7
8	.....	2	24	125	General Electric	.....	.....	Bark..	CUMBERLAND.....	8
9	133	2	24	125	.....do	.....	.....	.....	DUBUQUE.....	9
10	.....	.....	.....	.....	.....	2 4" 50 cal. 6 3-pdr	.....	Bark..	ESSEX.....	10
11	.....	{1 2	25 24}	125	{Union I. Works..... G. E. Co.....	{4 3", 50 cal.; 2 3", 50 cal. A.A.}	.....	.....	HANCOCK.....	11
12	[1]290	2	16	80	General Electric.....	2 6-pdr.....	1	Bark..	HARTFORD.....	12
13	.....	1	1	110	.....do.....	1 3-pdr.; 2 1-pdr.	1	2.....	HAWK.....	13
14	1,279	8	32	80	G. E. Co.....	.....	.....	.....	ILLINOIS.....	14
15	1,209	{7 2	50 200	80–160 240	.....do..... Moore-G. E. Co.....	}	.....	.....	KEARSARGE.....	15
16	.....	{1 1	7 10	110 110	G. E. Co..... De Laval-Diehl.....	}	1	Bark..	NANTUCKET.....	16
17	138	2	7.5	110	Engberg.....	2 3", 50 cal.....	1	Bark..	NEWPORT.....	17
18	.....	{1 1	10 15	115 125	Troy. 7x8 Eng..... G. E. Co. 8x6 Eng....	}	.....	.....	NEWTON.....	18
19	2,047	4	300	125	G. E. Co.....	.....	2	2 cage.	NORTH DAKOTA....	20
20	.....	.....	.....	.....	.....	.....	.....	Ship..	OLD CONSTELLATION	91
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.....	[4] 4 4", 50 cal.; 2 6-pdr.; 2 3-pdr.; 2 1-pdr.	.....	.....	PADUCAH.....	23
24	705	1	24	80	Shepherd-Thresher..	.....	2	(2)....	PHILADELPHIA.....	24
25	.....	.....	.....	.....	(2).....	4 6-pdr.....	.....	(2)....	REINA MERCEDES..	25
26	.....	.....	.....	.....	.....	2 6-pdr.....	.....	(2)....	SOUTHERY.....	26
27	.....	{1 1	10 20}	125	{Moore-G. E. Co..... G. E. Co.....	{	.....	.....	STURGEON BAY.....	27
28	.....	2	15	125	.....do.....	.....	2	Brig..	TOPEKA.....	28
29	144	2	8	80	.....do	.....	1	Sch...	WHEELING	29
30	.....	{1 1	35 15	120 120}	General Electric.....	{4 4", 50 cal.; 2-3" 50 cal. A. A.; 2 1-pdr.}	.....	.....	WILMETTE.....	30
31	.....	2	16	125	G. E. Co.....	.....	.....	.....	WILMINGTON.....	31
32	.....	1	4	125	Erico-Burke.....	.....	1	Sch...	WOLVERINE.....	32
33	.....	{2 2	7 10	110 110	Am. Blower-Bullock B. F. Sturtevant Co..	{1 4", 40 cal.; 4 3-pdr.; 2 1-pdr.}	1	Bark..	YANTIC.....	33

[1] Estimated. [2] Ship housed over. [3] Uses yard current.
[4] Authorized battery; guns not on board.

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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.

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LIGHTER-THAN-AIR CRAFT—

NONRIGID AIRSHIPS (ZN).

		Model.	Number on hand July 1, 1924.	Over-all dimensions.			Volume.	Engines.	R. P. M.	H. P.	
				Length.	Height.	Diameter (maximum).					
				Ft. in.	*Ft. in.*	*Ft. in.*	*Cu. ft.*				
1	Nonrigid airship.	J.....	1	170 6	57 9	45 0	173,000	Two Unions .	1,400	2×125	1

RIGID AIRSHIPS (ZR).

1	U. S. S. Shenandoah, ZR-1.	F. A. No.1.	1	680 2	93 2	78 9	2,100,000	Five Packard. 1-A-1551.	1,400	5×200	1

KITE BALLOONS (ZK).

1	Kite balloon...	F.....	4	97 2	.....	30 9	50,000	.....	.....	.....	1

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LIGHTER-THAN-AIR CRAFT—

NONRIGID AIRSHIPS (ZN).

	Speed (miles per hour).		Armament.	Crew.	Load (64.4 lbs. per M cu. ft.).		Altitude (maximum).	Endurance.				
								Full speed.		Cruising speed.		
	Maximum.	Cruising.			Gross.	Useful.		Hours.	Miles.	Hours.	Miles.	
					Lbs.	*Lbs.*	*Feet.*					
1	60	40	Two 300-lb. bombs; 1 Lewis gun.	4	11,140	4,140	*8,800	*8.0	*480	*20.0	*810	1

RIGID AIRSHIPS (ZR).

					Load (68 lbs. per M cu. ft.).							
1	60	45	Eight 500-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

* Estimated; performance subject to revision.

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HEAVIER-THAN-AIR CRAFT—

[PB=Pusher biplane; TB=Tractor biplane; TM=Tractor monoplane; where convertible, data is given for seaplane.]

CLASS VF—FIGHTING PLANES.

	Model description.	Number on hand July 1, 1924.	Dimensions.			Engine.	H. P.	R. P. M.	Speed (miles per hour).		
			Span.	Length	Height				Maximum.	Stalling.	
			Ft. in.	*Ft. in.*	*Ft. in.*						
1	TS, TB convertible.	36	25 0	24 10	9 7	Lawrance J-1...	200	1,800	122	52	1
2	VE-7SF, TB land plane.	30	34 1	24 5	8 7	Wright E-2....	180	1,800	117	53	2

CLASS VO—OBSERVATION PLANES.

1	DH-4B, TB land plane.	90	42 6	30 2	10 6	Liberty.....	400	1,700	124	55	1
2	MO-1, TM convertible.	35	53 2	38 1	12 11	D-12.....	350	1,800	98	52	2
3	NO-1, TB convertible.	4	43 6	32 9	12 6	D-12.....	350	1,800	105	51	3
4	UO-1, TB convertible.	48	34 1	28 6	9 11	Lawrance J-1..	200	1,800	122	55	4
5	VE-9, TB land plane.	14	34 1	24 5	8 2	Wright E-3....	180	1,800	117	51	5

CLASS VP—PATROL PLANES.

1	F-5-L, TB boat....	57	103 9	49 4	18 9	2 Libertys.....	2×360	1,650	89	52	1
2	HS-2, PB boat.....	83	74 1	39 0	14 7	Liberty.....	360	1,650	83	50	2
3	H-16, TB boat.....	22	95 1	46 2	17 9	2 Libertys.....	2×360	1,650	86	53	3
4	PN-7, TB boat.....	2	72 10	49 1	18 1	2 Wright T-2...	2×525	1,800	109	54	4

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HEAVIER-THAN-AIR CRAFT—

[PB=Pusher biplane; TB=Tractor biplane; TM=Tractor monoplane; where convertible, data is given for seaplane.]

CLASS VF—FIGHTING PLANES.

	Armament.	Crew.	Load.		Service ceiling.	Climb in 10 minutes.	Endurance, full speed.	Range, cruising speed.	
			Gross.	Useful.					
			Pounds.	*Pounds.*	*Feet.*	*Feet.*	*Hours.*	*Miles.*	
1	2 fixed guns	1	2,124	680	13,500	7,200	3	575	1
2	1 Vickers gun	1	2,100	595	15,000	8,100	1.9	329	2

CLASS VO—OBSERVATION PLANES.

1	2 flexible guns	2	3,876	1,229	15,800	7,500	2	415	1
2	1 flexible gun	3	4,945	1,505	10,000	4,700	3.5	510	2
3	1 fixed gun	3	4,842	1,505	11,600	5,450	3.5	502	3
4		2	2,500	811	16,550	7,350	2.5	463	4
5		2	2,175	615	19,000	8,600	2	335	5

CLASS VP—PATROL PLANES.

1	5 flexible guns, 4 230-pound bombs.	4	13,256	4,536	5,000	2,200	7.4	765	1
2	1 flexible gun, 2 230-pound bombs.	2	6,432	2,132	5,200	2,300	4.4	485	2
3	5 flexible guns, 2 230-pound bombs.	4	10,900	3,500	8,100	4,800	3.8	452	3
4	5 flexible guns, 2 230-pound bombs.	4	14,236	4,820	10,050	4,700	4.5	698	4

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CLASS VT—TORPEDO AND BOMBING PLANES.

	Model description.	Number on hand July 1, 1924.	Dimensions.						Engine.	H. P.	R. P. M.	Speed (miles per hour).		
			Span.		Length		Height					Maximum.	Stalling.	
			Ft.	*in.*	*Ft.*	*in.*	*Ft.*	*in.*						
1	DT-2, TB convertible.	57	50	0	37	8	15	1	Liberty.....	450	1,750	103.5	51.8	1
2	DT-4, TB convertible.	4	50	0	37	8	15	1	Wright T-2....	520	1,800	107	54	2
3	MBT, TB landplanes.	6	71	5	46	4	14	0	2 Libertys.....	2×400	1,700	110	58	3
4	PT-2, TB seaplanes.	14	74	0	34	5	16	8	Liberty.....	400	1,800	92	49	4
5	R-6-L, TB seaplanes.	11	57	1	33	5	14	2	Liberty.....	360	1,800	101	45	5

CLASS VN—TRAINING PLANES.

1	JN-4, TB landplane.	59	43	7	27	1	9	11	Hispano.....	150	1,450	93	41	1
2	N9-H, TB seaplane.	62	53	4	30	10	10	11	Hispano.....	150	1,450	80	45	2
3	TG, TB seaplane...	5	36	0	30	0	11	9	Aeromarine T-6	200	1,650	97	46	3
4	VE-7, TB landplane.	24	31	2	24	5	8	7	Wright E-3....	180	1,800	124	51	4
5	VE-7 and 9 H, TB seaplane.	20	31	2	30	1	10	2	Wright E-3....	180	1,800	114	55	5

CLASS VS—SCOUTING PLANES.

1	CS-1 TB convertible.	5	52	3	40	9	16	0	Wright T-2....	520	1,800	100	50	1
2	MS-1, TB seaplane.	6	18	0	18	1	8	0	Lawrance L-4..	60	1,800	100	51	2
3	XS-1, TB seaplane.	6	18	0	19	3	8	0	Lawrance L-4..	60	1,800	103	51	3

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CLASS VT—TORPEDO PLANES.

	Armament.	Crew.	Load.		Service ceiling.	Climb in 10 minutes.	Endurance, full speed.	Range, cruising speed.	
			Gross.	Useful.					
			Pounds.	*Pounds.*	*Feet.*	*Feet.*	*Hours.*	*Miles.*	
1	1 flexible gun, 1 MK VII torpedo.	2	7,291	2,765	9,300	4,650	2	258	1
2	1 flexible gun, 1MK VII torpedo.	2	7,740	2,765	6,050	2,750	1.8	236	2
3	2 flexible guns, 1 MK VII torpedo.	3	10,110	3,650	8,400	4,200	2.1	290	3
4	1 flexible gun, 1 MK VII torpedo.	2	7,075	2,844	7,250	3,000	3.2	330	4
5	1 Whitehead torpedo, 1 flexible gun.	2	5,325	2,275	12,200	6,000	3.9	510	5

CLASS VN—TRAINING PLANES.

1	.....	2	2,017	550	18,000	6,500	2.4	353	1
2	.....	2	2,765	625	8,850	3,600	2	222	2
3	1 flexible gun, 1 fixed gun.	2	2,780	660	13,850	5,950	2	276	3
4	.....	2	2,175	615	19,200	8,400	2	335	4
5	.....	2	2,430	615	15,250	6,350	2	286	5

CLASS VS—SCOUTING PLANES.

1	1 flexible gun.....	2	8,684	3,184	5,250	2,950	8	1,000	1
2	.....	1	1,007	350	8,500	4,200	2	262	2
3	.....	1	1,028	350	9,850	5,100	2	258	3

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DISTRICT CRAFT.

SUMMARY.

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NOTE.—Of the tugs, barges, etc., listed as "District craft," only those marked * are available for service at sea. **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 292 to 294.

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AMBULANCE BOATS (YH).

Official No.	Name.	Length.	Breadth.	Displacement.	Allocation.	Where and when built or purchased.	Remarks.
		Ft. in.	*Ft. in.*	*Tons.*			
YH1	NAVY AMBULANCE BOAT No. 1.	65 0	16 2	54	12th dist..	Mare Island, 1918..	Converted from motor tug No. 97, at M. I., 1919.
YH2	NAVY AMBULANCE BOAT No. 2.	65 0	16 2	54	5th dist...	.....do.....	Converted from motor tug No. 100, at M. I., 1919.
YH3	NAVY AMBULANCE BOAT No. 3.	65 0	16 2	54	5th dist...	.....do.....	Converted from motor tug No. 101, at M. I., 1919.

NOTE.—Navy ambulance boats Nos. 1 to 3, built of wood, self-propelled, 150 horsepower each.

COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YC24 [1]	105 0	31 6	250	Wood....	Guantanamo....	Navy yard, Pensacola, 1901.	Copper sheathed; house, derrick.
YC50	86 2	29 2	250	...do....	1st district.....	Bangor, Me., 1902...	Copper sheathed; house.
YC55	86 2	29 2	250	...do.....	Guantanamo....	Navy yard, Pensacola, 1902.	Sheathed; flush deck; flashboards.
YC66 [2]	86 2	29 2	250	...do....	7th district for Cuban survey.	Navy yard, Norfolk, 1902-3.	Copper sheathed; with house used for housing officers and men.
YC72	86 2	29 2	250	...do.....	12th district....	Navy yard, Mare Island, 1902.	Sheathed with yellow metal; house.
YC87	86 2	29 2	[2] 175	...do.....	7th district.....	Navy yard, Pensacola, 1903.	Copper sheathed, flush deck, flashboards.
YC90	86 2	29 2	250	...do.....	1st district.....	Navy yard, Boston, 1903-4.	Copper 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.....	Copper sheathed; flashboards; flush deck and house.
YC94	86 2	29 2	250	...do.....	.....do.....	.....do.....	Copper sheathed; flashboards; flush deck.
YC95	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 with yellow metal; flashboards.

[1] Fitted as a derrick.
[2] Fitted with quarters for Cape Cruz Castilla survey expedition.
[3] Use confined to inner harbor work.

COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YC111	88 2	29 2	250	Wood....	Guantanamo....	Navy yard, Pensacola, 1904-5.	Copper sheathed; flashboards; flush deck.
YC112	88 2	29 2	250	...do....	.....do.....	.....do.....	Do.
YC113	88 2	29 2	250	...do....	.....do.....	.....do.....	Do.
YC131	110 0	30 0	250	...do....	12th district	Mare Island, 1907...	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	...do....	16th district.....	Naval station, Cavite, 1907-8.	Copper sheathed; flashboards; flush deck
YC146	110 0	30 0	250	...do....	.....do.....	.....do.....	Copper sheathed; flashboards.
YC147	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YC151	110 0	30 0	[1] 175	...do....	7th district.....	Norfolk, 1907.....	Sheathed with wood; flush deck; flashboards.
YC152	110 0	30 0	250	...do....	12th district.....	Navy yard, Mare Island, 1907-8.	Copper sheathed; flashboards; flush deck
YC154	110 0	30 0	250	...do....	.....do.....	.....do.....	Sheathed with wood; flush deck; flashboards.
YC155	110 0	30 0	250	...do....	13th district.....	Navy yard, Puget Sound, 1907.	Copper sheathed; flush deck; flashboards.
YC157	110 0	30 0	250	...do....	.....do.....	.....do.....	Wood sheathed; flush deck; flashboards.
YC158	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YC159	110 0	30 0	250	...do....	.....do.....	.....do.....	Copper sheathed; flush deck; flashboards.
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.	Copper sheathed; flashboards.
YC163	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YC168	110 0	30 0	250	...do....	1st district.....	Navy yard, New York, 1908.	Copper sheathed; flush deck; flashboards.
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	110 0	30 0	250	...do....	16th district.....	Navy yard, New York, 1908.	Copper sheathed; flashboards.

[1] Barge dismantled and used by public works officer. [2] Use confined to inner harbor work.
YC130 renamed YW48.

COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YC177	110 0	30 0	250	Wood...	16th district.....	Navy yard, New York, 1908.	Copper sheathed; flashboards; flush deck.
YC178	110 0	30 0	250	...do.....	.....do.....	.....do.....	Sheathed; flashboards.
YC180	110 0	30 0	250	...do.....	.....do.....	.....do.....	Copper sheathed; flashboards.
YC181	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC182	110 0	30 0	250	...do.....	.....do.....	.....do.....	Copper sheathed; flashboards; flush deck.
YC183	110 0	30 0	250	...do.....	.....do.....	.....do.....	Copper sheathed; flashboards.
YC185	110 0	30 0	250	...do.....	.....do.....	.....do.....	Copper sheathed; flashboards; flush deck.
YC187	110 0	30 0	250	...do.....	12th district.....	Navy yard, Mare Island, 1908.	Do.
YC190	110 0	30 0	250	...do.....	13th district.....	Navy yard, Puget Sound, 1908.	Copper sheathed; flush deck; flashboards.
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.....	Haiti.....	.....do.....	Copper sheathed; flush deck; flashboards.
YC200	110 0	30 0	250	...do.....	Guantanamo ...	.....do.....	Do.
YC201	110 0	30 0	250	...do.....	.....do.....	.....do.....	Sheathed; flush deck; flashboards.
YC202	110.0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC203	110 0	30 0	250	...do.....	.....do.....	.....do.....	Copper sheathed; flush deck; flashboards.
YC204	110 0	30 0	250	...do.....	.....do.....	.....do.....	Sheathed; flush deck; flashboards.
YC205	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC206[1]	110 0	30 0	250	...do.....	.....do.....	.....do.....	Copper sheathed; flush deck; flashboards.
YC207	110 0	30 0	250	...do.....	.....do.....	.....do.....	Sheathed; flashboards; flush deck.
YC209	110 0	30 0	[2] 175	...do.....	7th district.....	Navy yard, Norfolk, 1908.	Copper sheathed; flush deck; flashboards.
YC213	110 0	30 0	250	...do.....	6th district.....	.....do.....	Copper sheathed; flush deck; with flashboards.

[1] Fitted for dredging.

[2] Use confined to inner harbor work.

COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YC232	110 0	30 0	[1] 175	Wood	7th district	Navy yard, Pensacola, 1910.	Copper sheathed; flush deck; flashboards.
YC233	110 0	30 0	250	do	Guantanamo	do	Copper sheathed; flashboards.
YC238	110 0	30 0	250	do	16th district	Naval station, Cavite, 1910.	Copper sheathed; flashboards.
YC243	110 0	30 0	250	do	12th district	Mare Island, 1910	Sheathed; flashboards; flush deck.
YC245	110 0	30 0	250	do	do	Navy yard, Mare Island, 1915.	Redwood sheathed; flush deck; flashboards.
YC251	110 0	30 0	250	do	14th district	Inter-Island Steam Nav. Co. (Ltd.), 1911.	Copper sheathed, flush deck; flash boards.
YC252	110 0	30 0	250	do	do	do	Copper sheathed; flush deck; flashboards.
YC253	110 0	30 0	250	do	do	do	Copper sheathed; flush deck; flashboards.
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.	Flush deck; flashboards.
YC256	110 0	34 0	500	do	do	do	Do.
YC258	110 0	34 0	500	do	3d district	do	Do.
YC261	110 0	34 0	500	do	5th district	Wm. Cramp & Sons, Philadelphia, 1912.	Flush deck; flashboards.
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	7th district, for Cuban Survey.	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.

[1] Use confined to inner harbor work.
YC246 is being converted to freight lighter YF201.

COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YC277	110 0	34 0	500	Steel....	11th district.....	Seattle Construction Co., Seattle, Wash. 1913.	Flush deck; flashboards.
YC278	110 0	34 0	500	...do.....	13th district.....	.....do.....	Do.
YC279	110 0	34 0	500	...do.....	11th district.....	.....do.....	Do.
YC281	110 0	34 0	500	...do.....	.....do.....	.....do.....	Do.
YC283	110 0	34 0	500	...do.....	12th district.....	.....do.....	Do.
YC284	110 0	34 0	500	...do.....	.....do.....	.....do.....	Do.
YC285	110 0	34 0	500	...do.....	.....do.....	.....do.....	Do.
YC286[1]	110 0	34 0	500	...do.....	5th district.....	Navy yard, Portsmouth, 1914.	Do.
YC287[1]	110 0	34 0	500	...do.....	3d district.....	.....do.....	Do.
YC288	110 0	34 0	500	...do.....	1st district.....	Navy yard, Boston, 1914.	Do.
YC289	110 0	34 0	500	...do.....	.....do.....	.....do.....	Do.
YC290[1]	110 0	34 0	500	...do.....	4th district.....	Navy yard, Philadelphia, 1914.	Do.
YC291[1]	110 0	34 0	500	...do.....	12th district.....	.....do.....	Do.
YC292	110 0	34 0	500	...do.....	.....do.....	.....do.....	Do.
YC294[1]	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.	Do.
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.	Do.
YC300	110 0	34 0	500	...do.....	Santo Domingo..	Navy yard, Norfolk, 1914-15.	Do.
YC301	110 0	34 0	500	...do.....	4th district.....	Navy yard, Norfolk, 1914.	Do.
YC302[1]	110 0	34 0	500	...do.....	Washington....	Navy yard, Norfolk, 1915.	Do.
YC304[4]	110 0	34 0	500	...do.....	13th district.....	Navy yard, Puget Sound, 1915.	Flush deck, house, flashboards.
YC305	110 0	34 0	500	...do.....	.....do.....	.....do.....	Do.
YC306[4]	110 0	34 0	500	...do.....	.....do.....	.....do.....	Do.
YC307	110 0	34 0	500	...do.....	12th district.....	.....do.....	Do.
YC308[4]	110 0	34 0	500	...do.....	11th district.....	Navy yard, Mare Island, 1915.	Flush deck; flashboards.
YC309	110 0	34 0	500	...do.....	.....do.....	.....do.....	Do.
YC310	110 0	34 0	500	...do.....	5th district.....	.....do.....	Do.
YC311[7]	110 0	34 0	500	...do.....	12th 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.

[1] Fitted for laying nets.
[2] Fitted for laying mines.
[3] Has seaplane launching device.
[4] Converted into floating pipe shop in 1918 by temporary installation.
[5] Converted into floating machine shop in 1918. To remain temporarily.
[6] Coated with bituminastic solution or enamel on flat bottom, ends, and sides to 7' water line.
[7] Authority for conversion to floating derrick canceled September, 1923.
YC303 converted to YE187.
YC282 being converted to YE38.

COAL BARGES (YC).

Official No	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YC315	110 0	34 0	500	Steel ...	13th district.....	Navy yard, Mare Island, 1915.	Flush deck: flashboards.
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; flush deck; flashboards.
YC321	110 0	34 0	500	Steel....	13th district.....	Navy yard, Puget Sound, 1916-17.	Flush deck; flashboards.
YC322	110 0	34 0	500	...do.....	.....do.....	.....do.....	Do.
YC323	110 0	34 0	500	...do.....	.....do.....	.....do.....	Do.
YC324	110 0	34 0	500	...do.....	.....do.....	.....do.....	Do.
YC325	50 0	10 0	60	Wood...	8th district.....	Navy yard, New Orleans, 1915.	Well type.
YC335[1]	110 0	30 0	250	...do	6th district.....	Carpenter-Watkins Co., Brunswick, Ga., 1918.	Sheathed with redwood; flush deck, flashboards.
YC340	110 0	30 0	250	...do	.....do	.....do	Sheathed with impregnated wood-tar paper; flush deck; flashboards.
YC341[2]	110 0	30 0	250	...do.....	.....do.....	.....do.....	Sheathed with redwood treated with carbolineum; flush deck; flashboards.
YC345	110 0	30 0	250	...do	1st district.....	Union Ship & Dock Co., Port Jefferson, N. Y., 1918.	Flush deck; flashboards.
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[3]	110 0	30 0	250	...do.....	6th district.....	.....do.....	Sheathed with pine; flush deck; fitted with derrick.
YC354	110 0	32 0	250	...do.....	5th district.....	C. L. Rohde & Sons Co., Baltimore, Md., 1918.	Flush deck; flashboards.
YC358	110 0	30 0	250	...do	13th district.....	Navy yard, Puget Sound, 1918-19.	Sheathed with redwood; flush deck, house.
YC359	110 0	30 0	250	...do.....	.....do.....	.....do.....	Sheathed with redwood; flush deck.
YC360	110 0	30 0	250	...do.....	11th district.....	.....do.....	Sheathed with redwood; flush deck, house.
YC361	110 0	30 0	250	...do.....	13th district.....	.....do.....	Do.

[1] Sheathed with redwood, untreated and unpainted (Aug., 1920).
[2] Sheathed with redwood, treated with Navy Special 5202—Carbolineum (Dec. 11, 1919).
[3] Sheathed with tar paper and yellow pine, treated with carbolineum.

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YC362	110 0	30 0	250	Wood....	11th district.....	Navy yard, Puget Sound, 1918-19.	Sheathed with redwood; flush deck.
YC365	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC366	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC367	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC368	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC369	110 0	30 0	250	...do.....	13th district.....	.....do.....	Sheathed with redwood; flush deck house.
YC370	110 0	30 0	250	...do.....	.....do.....	.....do.....	Sheathed with redwood; flush deck.
YC371	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC372	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC373	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC374	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC375	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC376	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC377	110 0	30 0	250	...do.....	12th district.....	.....do.....	Do.
YC378	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC379	110 0	30 0	250	...do.....	11th district.....	.....do.....	Do.
YC381	110 0	30 0	250	...do.....	12th district.....	.....do.....	Do.
YC382	110 0	30 0	250	...do.....	11th district.....	.....do.....	Do.
YC385	110 0	30 0	250	...do.....	12th district.....	.....do.....	Do.
YC386	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC387	110 0	30 0	250	...do.....	11th district.....	.....do.....	Do.
YC388	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC389	110 0	30 0	250	...do.....	13th district.....	.....do.....	Do.
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.....	.....do.....	.....do.....	Do.
YC396	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC405	110 0	30 0	250	...do.....	14th district.....	Pearl Harbor, 1918-19.	Sheathed with redwood; flashboards; flush deck.
YC406	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC407[1]	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC408	110 0	30 0	250	...do.....	8th district.....	Naval station, New Orleans, 1918-19.	Flush deck; flashboards.
YC427	110 9	30 0	250	...do.....	14th district.....	Pearl Harbor, Hawaii, 1918.	Sheathed with redwood; flush deck; flashboards.
YC428	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC429	110 0	34 0	500	Steel.....	.....do.....	.....do..... 1919	Flush deck; flashboards.
YC433	112 0	36 0	500	Concrete	1st district[2].....	Ambursen Concrete Construction Co., New York, 1918.	Flush deck.

[1] Used for storage at submarine base.

[2] Loaned to city of Boston.

YC380 being converted to fueling barge YCD13.
YC383 being converted to freight lighter YF199.
YC384 being converted to freight lighter YF200.
YC404 being converted to fueling barge YCD14.

COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YC441	112 0	35 0	500	Concrete	6th district.....	Louis L. Brown & Co., New York, 1918.	Flush deck.
XC445	75 0	21 0	100	Wood...	13th district.....	Navy yard, Puget Sound, 1918.	Sheathed with red wood; flush deck; flashboards.
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.	Flush deck; flashboards.
YC458	110 0	34 0	500	...do.....	6th district.....	.....do.....	Do.
YC459	110 0	34 0	500	...do.....	5th district.....	.....do.....	Do.
YC460	110 0	34 0	500	...do.....	12th district.....	.....do.....	Do.
YC461	110 0	34 0	500	...do.....	.....do.....	.....do.....	Do.
YC462[1]	110 0	34 0	500	...do.....	7th district for Cuban Survey.	.....do.....	Do.
YC463	110 0	34 0	500	...do.....	12th district.....	.....do.....	Do.
YC464	110 0	34 0	500	...do.....	Washington.....	.....do.....	Flush deck.
YC465	110 0	34 0	500	...do.....	12th district.....	.....do.....	Do.
YC466	110 0	34 0	500	...do.....	11th district.....	.....do.....	Do.
YC467	110 0	34 0	500	...do.....	13th district.....	.....do.....	Do.
YC470	110 0	34 0	500	...do.....	14th district.....	.....do.....	Do.
YC471	110 0	34 0	500	...do.....	.....do.....	Chicago Bridge & Iron Co., Chicago, Ill., 1918.	Do.
YC472	110 0	34 0	500	...do.....	15th district.....	.....do.....	Do.
YC473	110 0	34 0	500	...do.....	14th district.....	.....do.....	Do.
YC474	110 0	34 0	500	...do.....	Washington.....	.....do.....	Do.
YC475	110 0	34 0	500	...do.....	14th district.....	.....do.....	Do.
YC476	110 0	34 0	500	...do.....	.....do.....	.....do.....	Do.
YC477	110 0	34 0	500	...do.....	.....do.....	Imperial S. B. Co., Detroit, Mich., 1918.	Do.
YC479	110 0	34 0	500	...do.....	.....do.....	.....do.....	Do.
YC481	110 0	34 0	500	...do.....	8th district.....	.....do.....	Do.
YC482	110 0	34 0	500	...do.....	Guantanamo.....	.....do.....	Flush deck; flashboards.
YC483	110 0	34 0	500	...do.....	.....do.....	Chicago Bridge & Iron Co., Chicago, Ill., 1918.	Do.
YC486	110 0	34 0	500	...do.....	5th district.....	Interlake Engineering Co., Cleveland, Ohio, 1918.	Do.
YC487	110 0	34 0	500	...do.....	Washington.....	.....do.....	Do.
YC488	110 0	34 0	500	...do.....	5th district.....	.....do.....	Do.
YC489	110 0	34 0	500	...do.....	Santo Domingo.....	.....do.....	Do.
YC490	110 0	34 0	500	...do.....	Washington.....	.....do.....	Do.

[1] Had 9 tanks for carrying water installed 1923, capacity 42,000 gallons.
YC480 converted to freight lighter YF186.

COAL BARGES (YO).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YC491	110 0	30 0	250	Wood...	Guantanamo....	B. Layton Co., Quincy, Ill., 1918.	Sheathed with wood; flush deck; flashboards.
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 for Cuban Survey.	.....do.....	Do.
YC499	110 0	30 0	250	...do.....	Guantanamo....	.....do.....	Do.
YC501 [1]	110 0	30 0	250	...do.....	5th district.....	J. A. Meadows, New Bern, N. C., 1918.	Sheathed; flush deck; flashboards.
YC504	110 0	30 0	250	...do.....	1st district.....	Union Ship & Dock Co., Port Jefferson, N. Y., 1918-19.	Flush deck.
YC505	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC506	110 0	30 0	250	...do.....	4th district.....	.....do.....	Do.
YC507	110 0	30 0	250	...do.....	1st district.....	.....do.....	Do.
YC508	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC509	110 0	30 0	250	...do.....	.....do.....	Thos. O'Connor, New York, 1918.	Do.
YC510	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC511	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC522	110 0	30 0	250	...do.....	.....do.....	Holler-Davis-Flood Co., Hudson Falls, N. Y., 1918.	Do.
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.....	3d district.....	.....do.....	Do.
YC528	110 0	30 0	250	...do.....	1st district.....	.....do.....	Do.
YC529	110 0	30 0	250	...do.....	.....do.....	.....do.....	Copper sheathed; flush deck.
YC530	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC531	110 0	30 0	250	...do.....	.....do.....	.....do.....	Flush deck.
YC532	110 0	30 0	250	...do.....	.....do.....	Navy yard, New York, 1918.	Do.
YC533	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.
YC535	110 0	30 0	250	...do.....	6th district.....	Navy yard, Charleston, 1918-19.	Wood sheathed; flush deck.
YC536	110 0	30 0	250	...do.....	Guantanamo....	New Orleans, 1919-20	Sheathed with wood; flush deck; flashboards.
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.

[1] Has catapult.

COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons*				
YC541	110 0	30 0	250	Wood...	4th district.....	Atlantic, Gulf & Pacific Co., New York, 1918-19.	Flush deck; flashboards.
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.....	Built by Jacob Rice & Sons, Kingston, N. Y., 1914. 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; flashboards.
YC552	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YC568	115 0	30 0	1,200	...do....	3d district.....	Greenport Basin & Construction Co., Greenport, L. I., 1919.	Deep hold, house aft.
YC570	115 0	30 0	900	...do....	.....do.....	.....do.....	Do.
YC571	115 0	30 0	900	...do....	.....do.....	.....do.....	Do.
YC572	115 0	30 0	900	...do....	4th district.....	.....do.....	Do.
YC577	115 0	30 0	1,200	...do....	3d district.....	Clayton S. B. Co., Clayton, N. Y., 1919.	Deep hold, house aft.
YC578	115 0	30 0	1,200	...do....	.....do.....	.....do.....	Do.
YC579	115 0	30 0	1,200	...do....	4th district.....	.....do.....	Do.
YC594	115 0	30 0	900	...do....	3d district.....	Built by Hutchinson Bros., Alexandria Bay, N. Y., 1918.	Do.
YC595	115 0	30 0	1,200	...do....	.....do.....	.....do.....	Do.
YC599	115 0	30 0	1,200	...do....	.....do.....	Gildersleeve Shipbuilding Co., Gildersleeve, Conn., 1918.	Do.
YC600	115 0	30 0	1,200	...do....	.....do.....	.....do.....	Do.
YC601	115 0	30 0	1,200	...do....	.....do.....	.....do.....	Do.
YC602	115 0	30 0	900	...do....	4th district.....	.....do.....	Do.
YC623	125 8	32 1½	500	Steel....	1st district.....	Purchased from Contractors Service Co., Detroit, Mich., 1918, built 1918.	Ex barge No. 8-167, 023; Id. 3397; flush deck; flashboards.
YC624	125 8	32 1½	500	...do....	.....do.....	.....do.....	Ex barge No. 10-166, 160; Id. 3384; flush deck.
YC625	125 8	32 1½	500	...do....	.....do.....	.....do.....	Ex barge No. 11-166, 161; Id. 3374; flush deck.

COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YC626	125 8	32 1½	500	Steel....	1st district.....	Purchased from Contractors Service Co., Detroit, Mich., 1918, built 1918.	Ex barge No. 12-167,-023; Id. 3398; flush deck.
YC641	110 0	30 0	250	Wood...	14th district.....	Pearl Harbor, Hawaii, 1918-19.	Sheathed; flush deck; flash boards.
YC642	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.

FUELING BARGES (YCD).

YCD3	85 0	34 0	.....	Wood...	5th district.....	Chas. L. Rohde & Sons Co., Baltimore, Md., 1918-19.	K-type crane; clamshell bucket. Sheathed with creosoted pine.
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 with creosoted pine.
YCD7	85 0	34 0	.....	...do.....	Annapolis	.....do.....	K-type crane; clamshell bucket. Sheathed with impregnated wood and tar paper.
YCD9[1]	85 0	34 0	.....	...do	Naval Experimental and Research Laboratory, Bellevue, D. C.	Auten Engineering & Construction Co., Albany, N. Y., 1918-19.	K-type crane; clamshell bucket.
YCD10[1]	85 0	34 0	.....	...do.....	.....do.....	.....do.....	Do.
YCD11	85 0	34 0	.....	...do.....	4th district	.....do.....	K-type crane; clamshell bucket. Ice sheathed, house.
YCD12	85 0	34 0	.....	...do.....	.....do.....	.....do.....	K-type crane; clamshell bucket.
YCD13[2]	110 0	32 0	.....	...do.....	12th district.....	Puget Sound, 1918 ..	K-type crane; clamshell bucket.
YCD14[3]	110 0	30 0	.....	...do.....	14th district	Pearl Harbor, Hawaii, 1919.	

[1] All machinery installed on YCD9 and 10 for fueling purposes has been removed and shipped to Pearl Harbor to be installed on other craft there. Nothing remains but two wooden pontoons which have been loaned to the Naval Experimental and Research Laboratory, Bellevue, D. C., temporarily, for conducting sound and other experiments.

[2] Converted from YC380 by installing machinery from YCD6, at Mare Island, 1923.

[3] Converted from YC404 by installing machinery from YCD8, at Pearl Harbor, 1923

YCD1 being converted to YF194 at Mare Island.

YCD2 being converted to YF195 at Mare Island.

YCD6 converted to YF185 at Mare Island.

FUEL-OIL BARGES (YO).

Official No.	Length.	Breadth.	Capacity.	Material.	Horsepower.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	Ft. in.	Tons.					
YO1	87 0	27 0	280	Steel....	.....	13th district..	Navy yard, Puget Sound, 1909.	Flush deck.
YO2	165 9	25 0	500	...do....	160	Guantanamo.	Maryland Steel Co., 1911.	Self-propelled; flush deck, house.
YO3	165 9	25 0	500	...do....	160	1st district...	.....do.....	Do.
YO4	161 0	25 0	868	...do....	.....	13th district..	Navy yard, Puget Sound, 1912-13.	Flush deck.
YO5	166 4	25 0	534	...do....	170	3d district....	Newport News S. B. & D. D. Co. 1913-14.	Self-propelled.
YO6	166 4	25 0	500	...do....	170	5th district...	.....do.....	Do.
YO7	165 9	25 0	500	...do....	200	11th district..	Navy yard, Norfolk, 1915.	Do.
YO8	166 4	25 0	[1]190,970	...do....	200	12th district..	Navy yard, Mare Island, 1915.	Self-propelled house aft.
YO9	166 4	25 0	[1]190,970	...do....	200	11th district..	.....do.....	Do.
YO11	108 0	23 0	.....	...do.....	.....	15th district..	Coal barge No. 69, built 1903, converted, Norfolk, 1916.	
YO13	108 0	23 4½	.....	...do.....	.....	1st district...	Coal barge No. 79, built 1903, converted Portsmouth, 1915.	House.
YO14	108 0	23 4½	[1]85,830	...do....	.....	.....do.....	Coal barge No. 80, built 1903, converted, Portsmouth, 1915.	
YO15	108 0	23 4½	.....	...do....	.....	.....do.....	Coal barge No. 81, built 1903, converted, New York, 1915.	Flush deck.
YO17	108 0	23 4½	.....	...do....	.....	Annapolis....	Coal barge No. 88, built 1903, converted, New York, 1915.	
*YO20	165 9	25 0	[1]149,650	...do....	218	1st district...	Purchased from Tank S. B. Co., Newburgh, N. Y., 1918.	Self-propelled.
*YO21	165 9	25 0	[1]149,650	...do....	218	14th district..	.....do.....	Do.
*YO22	165 9	25 0	[1]149,650	...do....	218	4th district...	.....do.....	Do.
*YO23	165 9	25 0	[1]149,650	...do....	218	11th district..	.....do.....	Do.
*YO24	165 9	25 0	[1]149,650	...do....	218	.....do.....	.....do.....	Do.
*YO30	165 9	25 0	[1]149,650	...do....	218	.....do.....	Todd S. B., Corp. 1918	Do.
*YO31	165 9	25 0	[1]149,650	...do....	218	5th district...	.....do.....	Do.
*YO32	165 9	25 0	[1]149,650	...do....	218	12th district..	.....do.....	Do.
YO37	100 6	30 0	[1]114,000	...do....	...	Washington, D. C.	Converted at Washington yard.	Ex-ammunition lighter No. 14; ex-ash lighter 18; ex-car float No. 5; flush deck.

[1] Gallons.

FUEL-OIL BARGES (YC).

Official No.	Length.	Breadth.	Capacity	Material	Horsepower.	Allocation	Where and when built or purchased.	Remarks
	Ft. in.	*Ft. in.*	*Tons*					
YO38[1]	115 0	30 0	[2]5,000	Wood.....	.....	6th district...	Built by J. A. Meadows, 1919, converted at Norfolk, 1920.	Ex-coal barge No. 562.
YO39	112 0	35 0	[2]116,300	Concrete	.....	1st district...	L. L. Brown, N. Y., 1918.	Ex-coal barge No. 443; converted, 1920.
YO40[3]	.....	.....	1,000	Steel....	.....	Building.....	Navy yard, Charleston.	Authorised May 21, 1920.

[1] Assigned to Marine Corps. [2] Gallons. [3] No work begun except plans.

SEAPLANE BARGES (YV).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YV21	58 0	15 11½	.....	Steel....	14th district.....	Herreshoff Mfg. Co., Bristol, R. I., 1918.	
YV59[1]	72 0	15 11½	.....	...do....	3d district.....	Luders Marine Construction Co., Stamford, Conn., 1918.	

[1] Used as high speed towing target.

STEVEDORING BARGES (YS).

YS14	35 4	18 0	.....	Wood....	3d district.....	New York, 1918.....	Flush deck; house.
YS39	35 4	18 0	.....	...do....	...do.....	Henry B. Nevins Co., City Island, N. Y.	Small house.
YS42	35 4	18 0	.....	...do....	...do.....	...do.....	Flush deck; house.
YS47	35 4	18 0	.....	...do....	...do.....	...do.....	Do.
YS50	35 4	18 0	.....	...do....	...do.....	...do.....	Do.
YS51	35 4	18 0	.....	...do....	1st district.....	...do.....	Used as landing float, Jamestown, R. I.

YS67 converted to garbage lighter YG12.

TORPEDO TESTING BARGES (YTT).

Official No.	Name.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
		Ft. in.	Ft. in.	Tons.				
YTT1	Torpedo Testing Barge No. 1.	134 7½	49 4½	.....	Steel..	1st district	Staten Island S. B. Co., 1912.	Wood house.
YTT2	Torpedo Testing Barge No. 2.	134 7½	49 4½	.....	...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...	1st district	.....do.....	

WATER BARGES (YW).

Official No.	Length.	Breadth.	Capacity.	Material.	Horsepower.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	Ft. in.	Gallons.					
YW5	144 0	23 0	171,000	Steel....	.....	5th district...	Elizabethport, N. J., 1898.	Well type; steam pumps; house.
YW10	142 3	22 6	141,470	...do.....	.....	14th district..	Navy yard, Puget Sound, 1905.	Flush deck; house.
YW11	92 0	17 0	50,000	...do.....	.....	6th district...	Navy yard, New York, 1904-5.	Well type; 2 houses.
YW12	120 0	23 6	100,000	...do.....	.....	7th district...	Navy yard, Norfolk, 1904-5.	
YW13	92 0	17 0	50,000	...do.....	.....	Guantanamo.	Navy yard, Pensacola, 1905-6.	Flush deck.
YW14	80 0	30 0	[1] 120	...do.....	150	.....do.....	Pusey & Jones, Wilmington, Del., 1905.	Self-propelled; flush deck.
YW15	91 0	17 0	50,000	...do.....	.....	14th district..	Navy yard, Mare Island, 1905-6.	Flush deck; house.
YW16	120 0	23 6	100,000	...do.....	125	12th district..	.....do.....	Self-propelled.
YW18	92 0	30 0	75,000	...do.....	200	Guantanamo.	Navy yard, New York, 1907.	Self-propelled; flush deck; house.
YW19	92 0	30 0	75,000	...do.....	125	16th district..	Naval station, Cavite, 1907.	Self-propelled.
YW20	92 0	30 0	75,000	...do.....	200	Guantanamo.	Navy yard, New York, 1907.	Self-propelled; flush deck; house.
YW21	50 0	25 0	25,000	...do.....	.....	Annapolis....	Navy yard, Norfolk, 1899.	5-ton derrick.
YW22	112 0	30 0	[1] 100	...do.....	420	1st district...	Navy yard, New York, 1910.	Self-propelled; flush deck.
YW23	161 0	25 0	252,168	...do.....	.....	13th district..	Navy yard, Puget Sound, 1915.	Flush deck.

[1] Tons.

WATER BARGES (YW).

Official No.	Length.	Breadth.	Capacity.	Material.	Horsepower.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Gallons.*					
YW25	120 0	23 6	100,000	Steel...	125	Guantanamo.	Navy yard, Mare Island, 1915.	Self-propelled.
YW26	45 6	11 8½	[1] 18	Wood...	.....	Guam.....	Guam, 1917 [2].....	Copper sheathed.
YW28	66 8	20 8	25,000	...do.....	.....	8th district...	Naval station, New Orleans, 1918.	Flush deck; house, sheathed with wood.
YW30	205 4	35 0	[1] 1,500	Steel....	600	11th district [3].	Converted at New York, 1920.	Ex Rintintin; self-propelled.
YW45	115 0	30 0	(4)	Wood...	.....	3d district....	Converted at New York, 1919-20.	Converted coal barge No. 598.
YW47	110 0	30 0	67,704	...do.....	.....	11th district..	Converted at Mare Island, 1920; built 1908.	Converted coal barge No. 186; sheathed; with flashboards.
YW48	110 0	30 0	250	...do.....	.....	.....do.....	Built as YO 130 at Mare Island 1907; converted, 1918.	Copper sheathed; flush deck; flashboards.
YW49	54 6	20 0	94	...do.....	.....	Building.....	Guam.....	Authorized April, 1923.
YW50	54 6	20 0	94	...do.....	.....	.....do.....	.....do.....	Do.
YW51	56 5	14 10	55	Steel....	.....	St. Thomas..	Taken over with Virgin Islands; converted from YF 165 at St. Thomas; 1923.	

[1] Tons. [2] Material fabricated at Cavite, assembled at Guam. [3] Assigned Pacific Fleet.
[4] 968 tons in 8 tanks at 38 cu. ft. per ton.

FLOATING DERRICKS (YD).

Official No.	Length.	Breadth.	Boom capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YD1	66 9	61 1	75	Steel....	6th district.....	Pontoon built by Wm. Cramp & Sons, Philadelphia, Pa., 1886.	Revolving pontoon; flush deck; house; steel mast; boom.
YD5	62 1½	38 0	10	Wood...	4th district.....	Navy yard, Philadelphia, 1900.	Steam derrick; flush deck; machinery house.
YD7	68	30 0	10	Steel....	5th district.....	Navy yard, Norfolk, 1903.	Steam revolving derrick.
YD8	134 0	44 0	120	Wood...	.....do.....	Snare & Triest Co., New York, N. Y., 1903.	Flush deck; "A" frame.
YD9 [1]	63 6	35 0	20	...do.....	1st district.....	Snare & Triest Co., Kennebunk, Me., 1903.	Copper sheathed on bottom; flush deck; has house and steel derrick.

[1] Fitted with pile-driving outfit.

FLOATING DERRICKS (YD).

Official No.	Length.	Breadth.	Boom capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YD11	100 0	70 0	100	Steel....	1st district.....	Pontoon built by Wm. Cramp & Sons., Philadelphia, Pa.; hoisting arm and machinery by Brown Hoisting Machinery Co., Cleveland, Ohio, 1903.	Cantilever pontoon crane; fitted with steel structure and overhead trolley with wire rope tackle; ex-Hercules.
YD13	71 0	40 9	6	Wood...	1st district.....	Wm. Miller, 1904; new pontoon, 1917-18.	Copper sheathed; fitted with steel "A" frame, stiff leg, and boom.
YD14	45 0	19 0	5	...do.....	.....do.....	Herreshoff Manufacturing Co., Bristol, R. I., 1904.	2 propelling engines installed 1911; wooden "A" frame.
YD17	69 7	31 5	10	Steel....	7th district.....	Navy yard, Pensacola, 1907.	Rotating jib.
YD19	45 0	18 0	4	Wood...	16th district.....	Naval station, Cavite, 1908.	Copper sheathed; shear legs; flush deck.
YD20	86 2	29 2	20	...do.....	1st district.....	Navy yard, Boston, 1904; converted 1911 by Newport Shipbuilding Co.	Copper sheathed; house; converted coal barge No. 96; wooden "A" frame.
YD21	125 0	70 0	150	Steel....	3d district.....	Navy yard, Boston, 1912.	Has house; steel bridge; machinery by Wellman-Seaver-Morgan Co.; pontoon by N.Y. Shipbuilding Co., Camden, N.J.
YD23	68 0	30 0	10	...do.....	1st district.....	Built Boston, 1904-5.	Locomotive crane.
YD25	125 0	70 0	150	...do.....	14th district.....	Pontoon built by Union Iron Works, San Francisco, 1913; superstructure by Wellman-Seaver-Morgan Co., Cleveland, Ohio; assembled in Honolulu.	
YD26	140 0	85 0	150	...do.....	5th district.....	Pontoon and crane assembled at Norfolk Navy Yard, 1913, by Wellman-Seaver-Morgan Co.	Electric revolving derrick.
YD27	110 0	30 0	.....	Wood...	12th district	Coal barge No. 237, built at Mare Island 1909; converted 1915.	Sheathed with redwood; flush deck and house.

FLOATING DERRICKS (YD).

Official No.	Length.	Breadth.	Boom capacity.	Material	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YD29	110 0	34 0	75	Steel....	3d district.....	Coal barge No. 293, built, New York, 1914; converted 1919.	Has house; shear legs.
YD30	110 0	34 0	.....	...do.....	4th district.....	Coal barge No. 257, built by Maryland Steel Co., 1911; converted 1919.	Flush deck and house for machinery; revolving crane.
YD33	140 0	85 0	150	...do	12th district.....	Navy yard, Mare Island, 1918, by Wellman-Seaver-Morgan Co.	Electric revolving crane.
YD34	68 0	30 0	10	Wood...	Tutuila, Samoa .	Naval station, Tutuila, Samoa, 1918-1920.	Copper sheathed; derrick.
YD35	108 0	42 0	20	...do.....	1st district.....	Navy yard, Boston, 1918.	Copper sheathed, house; steel "A" frame and boom.
YD38	77 0	31 0	2	...do.....	.....do.....	Purchased from W. E. Betts, Salem, Mass., 1918; built, 1913.	Ex Id. No. 3249; pontoon hull and wooden "A" frame.
YD43	90 0	35 0	18	...do....	5th district.....	Purchased from Thames Towboat Co., New London, Conn., 1918; built, 1918, by S. Flory, Bangor, Pa.	Ex Captain Dud; Id. No. 3507; pontoon hull; wooden "A" frame; hons
YD44	95 0	35 0	30	...do.....	3d district.....	Purchased from Hudson River Lighterage Co., New York, 1918; built by George Dekyrse, Jersey City, N. J.; rebuilt 1917.	Ex Hudson; Id. No. 2121; has house; steel "A" frame.
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; derrick.
YD47	110 0	30 0	10	...do.....	10th district.....	Converted from freight lighter No. 28, Cavite, 1919; built, Cavite, 1910.	10-ton steam derrick; steel mast and steel boom; copper sheathed.
YD48	110 0	36 0	8	...do.....	3d district.....	Commandeered while building from Auten Eng. Co., 1918.	Ex Auten Co. No. 5; 76' boom; house.

YD37-39 reclassified as freight lighters YF196 and 197.

FLOATING DERRICKS (YD).

Official No.	Length.	Breadth.	Boom capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YD49	110 0	35 0	10	Wood...	3d district.....	Commandeered while building from Auten Eng. Co., 1918.	Ex Auten Co. No. 6; gasoline hoisting engines.
YD51	61 0	31 0	15	...do.....	Annapolis.....	Pontoon built 1916; Continental S. B. Co., New York.	Copper sheathed; machinery from floating derrick No. 10 installed in a new pontoon, 1919; wooden mast and boom.
YD52	100 0	60 0	100	Steel....	13th district.....	Puget Sound, 1919-1920.	Formerly 100-ton bridge crane, built 1910, flush deck; house.
YD53	70 0	40 0	15	Wood...	14th district.....	Pearl Harbor, 1919..	Wood sheathed on bottom; derrick.
YD55	50 0	18 0	2	...do....	7th district.....	Salved, Miami, 1918.	Salvaged barge, fitted with gasoline hoist; sheathed, 2" pine; wooden mast and boom.
YD56	60 0	20 0	6	...do....	16th district.....	Converted from freight lighter No. 21, Cavite, 1920; built 1907.	Copper sheathed; has house.
YD58[1]	120 0	60 0	100	Wood...	3d district.....	Navy Yard, New York, 1920.	Two-ton steel crane; steel "A" frame; 98-foot boom; house.
YD59[2]	80 0	40 0	20	...do.....	13th district	Navy yard, Puget Sound, 1921.	Steam derrick; 70-ft. boom; 3 pumps; sheathed with redwood; flush deck; house.

[1] Material obtained from Army and assembled at New York.

[2] Wrecking barge.

YD57 auth. for conversion canceled 9/12/22; classified as coal barge YC311.

SEAPLANE WRECKING DERRICKS (YSD).

Official No.	Length.	Breadth.	Crane capacity.	Material.	Horsepower.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*					
YSD1	60 0	40 0	5	Steel....	100	5th district...	Navy yard, Charleston, 1916.	Self-propelled; converted from floating derrick No. 28.
YSD2	76 0	40 0	5	...do.....	180	.....do	Navy yard, New Orleans, 1921.	Self-propelled, twin screws, catamaran hull.
YSD4	86 2½	40 0	5	...do.....	80	11th district..	Navy yard, Mare Island, 1920-1922.	Self-propelled, stern wheel.

NOTE.—YSD5, authorization canceled.

DREDGES (YM).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YM4	60 9½	20 6	[2]106	Wood...	16th district.....	Naval station, Olongapo, 1908.	Copper sheathed; dipper type; no hopper; ¾ cubic yard orange peel bucket.
[1]YM5	60 0	20 0	.....	...do....	Guam.....	Coal barge No. 138, converted, Guam, 1909.	Copper sheathed flush-deck type; ¾ cubic yard orange peel bucket.
YM8	60 0	24 0	100	...do....	Indianhead.....	Purchased from Hillsboro Dredge Co., Tampa, Fla., 1918.	Ex Mohodoc; sheathed, tar paper and 1" boards.
YM9	90 8	28 8	265	...do....	6th district.....	Charleston, 1913; material by Alex. Miller, Jersey City.	Electric dredge housed over sheathed, creosoted pine; well 20' x 10'.
YM11	61 0	24 6	.....	...do.....	12th district.....	Assembled Mare Island, 1922.	Well-deck type house.

[1] Hull rebuilt and sheathed with copper, November, 1923. [2] Displacement.

FERRYBOATS AND LAUNCHES (YFB).

Official No.	Name.	Length.	Breadth.	Material and type.	Horsepower.	Allocation.	Where and when built or purchased.
		Ft. in.	*Ft. in.*				
YFB2	ADMIRAL GLASS....	85 0	19 6	Wood.....	.....	12th district..	Navy yard, Mare Island, 1916, sheathed.
YFB3	BERCEAU.....	99 6	12 6	Steel....	850	Indianhead..	Herreshoff Mfg. Co., Bristol, R. I., ex torpedo boat Talbot.

FERRYBOATS AND LAUNCHES (YFB).

Official No.	Name.	Length.	Breadth.	Material and type.	Horse-power.	Allocation.	Where and when built or purchased.
		Ft.in.	*Ft.in.*				
YFB621	CASTRO	75 4	18 3½	Steel str.	259	12th district	Navy yard, Mare Island, 1904.
YFB4	CYANE	99 6	12 6	Steel	850	1st district	Herreshoff Mfg. Co., Bristol, R. I., 1896, ex torpedo boat Gwin.
YFB308	DART	71 10	16 7	Steel str.	100	12th district	Navy yard, Mare Island, 1900, wooden deck, pilot house.
YFB5	FAITHFUL	80 0	24 0	...do	75	1st district	Herreshoff Mfg. Co., Bristol, R. I., 1907, ex Ripple.
YFB280	INCA	100 0	28 0	...do	150	5th district	Herreshoff Mfg. Co., Bristol, R. I., 1911.
YFB132	LAUNCH No. 132	64 6	16 0	Wood	100	1st district	Navy yard, Portsmouth, 1902, sheathed.
YFB1048	LAUNCH No. 1048	77 1½	19 6	Comp	285	...do	Navy yard, Portsmouth, 1919.
YFB1059	LAUNCH No. 1059	60 0	10 0	Wood	.....	3d district	New York, 1911.
YFB7	LESLIE	75 0	18 0	Wooden fire tug	128	12th district	Navy yard, Mare Island, 1902, copper sheathed.
YFB1163	NARRAGANSETT	117 0	43 0	Wooden str.	100	1st district	M. H. Saunders & Sons, Saunderstown, R. I., 1905.
YFB8	NAVY YARD	80 0	17 0½	Comp	200	Indianhead	Navy yard, Norfolk, 1901, sheathed.
YFB863	OTTER	77 0	20 0	Comp. str.	300	5th district	Navy yard, Portsmouth, 1906, ex Kite.
YFB2047	PORPOISE	185 2	35 9	Steel str.	2,400	Wash. yard	Bath Iron Works, Bath, Me., 1911, ex Moosehead.
YFB12	SAN FELIPE	108 0	20 0	Steel	500	16th district	Hong Kong, 1907. Taken over from Engineer Corps, U. S. Army, 1922; (ex-Engineer).
YFB2079	SHADY SIDE	85 0	20 0	Wooden str.	250	Naval Acad	Croton-on-Hudson, N. Y., 1918.
YBF10	WAVE	105 0	30 0	Steel str.	88	1st district	Navy yard, Charleston, 1916.
YFB681	WORKING LAUNCH No. 681, SANTA RITA.	65 0	13 0	Wood	150	16th district	Naval Station, Cavite, 1903, copper sheathed.
YFB682	WORKING LAUNCH No. 682, ROZAL.	65 0	13 0	...do	150	.....do	Do.
YFB683	WORKING LAUNCH No. 683, CAMIA.	65 0	13 0	...do	150	.....do	Do.
YFB684	WORKING LAUNCH No. 684, DAPDAP.	65 0	13 0	...do	150	.....do	Do.
YFB685	WORKING LAUNCH No. 685, RIVERA.	65 0	13 0	...do	150	.....do	Do.
YFB687	WORKING LAUNCH No. 687, MAGDALENA.	65 0	13 0	Comp	150	.....do	Do.

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.
	Ft. in.	*Ft. in.*	*Tons.*				
YCF 1	103 ½	31 6½	[1] 100	Steel....	Washington.....	Navy yard, Norfolk, 1903-4.	Was ammunition lighter No. 6.
YCF 2	103 ½	31 6½	[1] 100	...do.....	.....do.....	Navy yard, Norfolk, 1904.	Was ammunition lighter No. 9.
YCF 3	103 ½	31 6½	[1] 100	...do.....	.....do.....	Navy yard, Norfolk, 1907.	Was ammunition lighter No. 12.
YCF 4	128 0½	31 6½	100	...do.....	.....do.....	Fore River S. B. Co., Quincy, Mass., 1909.	Was ammunition lighter No. 13.
YCF 6	128 0½	31 6½	.....	...do.....	.....do.....	Newport News, Va., 1912.	Was ammunition lighter No. 24.
YCF 7	90 0	31 5½	.....	...do.....	.....do.....	Pusey & Jones Wilmington, Del., as ammunition lighter No. 21, converted 1913.	Was freight lighter No. 44.
YCF 8	128 ½	31 6½	.....	...do.....	.....do.....	Edward P. Farley Co., Chicago, Ill., 1918.	
YCF 9	128 ½	31 6½	.....	...do.....	.....do.....	.....do.....	

[1] Estimated.

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

AMMUNITION LIGHTERS (YE).

Official No.	Length.	Breadth.	Capacity.	Material.	Horsepower.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons*					
YE 1	61 0	21 0	84	Steel....	.....	12th district..	Navy yard, Mare Island, 1899.	Well deck and house.
YE 2	61 0	21 0	84	...do.....	.....	.....do.....	.....do.....	Do.
YE 3	61 0	21 0	100	...do.....	.....	13th district..	Navy yard, Puget Sound, 1901.	Flush deck.
YE 4	61 0	21 0	100	...do.....	.....	.....do.....	.....do.....	Flush deck house.
YE 7 [1]	90 0	24 0	[2] 135	...do.....	.....	16th district..	Mare Island, 1902; shipped knocked down, to Cavite.	Mast and steam hoisting gear; flush deck and house.
YE 8	110 0	28 0	200	...do.....	200	.....do.....	Naval Station, Cavite, 1907.	Self-propelled; flush deck and house.
YE11	122 0	30 0	600	...do.....	.....	3d district....	Navy Yard, New York, 1905.	Mast and steam hoisting gear.
YE15	90 0	28 0	250	Wood...	.....	13th district..	Navy yard, Puget Sound, 1910.	Sheathed with yellow metal; house; flush deck.
YE16	90 0	28 0	250	...do.....	.....	.....do.....	.....do.....	Do.
YE17	80 0	21 0	[3] 125	...do.....	.....	1st district...	Navy yard, Boston, 1910.	Copper sheathed; flush deck.
YE23	107 0	31 9	300	...do.....	.....	.....do.....	Navy yard, Boston, 1911.	Copper sheathed flush deck and house.

[1] Hold fitted to carry water. [2] Estimated. [3] Deck load.

AMMUNITION LIGHTERS, (YE).

Official No.	Length.	Breadth.	Capacity.	Material.	Horsepower.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons*					
YE27	86 2	29 2	250	Wood...	.....	12th district..	Coal barge No. 70; built, 1902; converted, Mare Island, 1917.	Copper sheathed; flush deck and house.
YE28	108 0	31 0	700	Wood...	300	Washington..	Taken over at Weehawken, N. J., 1918.	Ex Weehawken (Id. No. 882); self-propelled.
YE29	107 9	31 0	300	...do.....	200	3d district....	Purchased from Waterfront Contracting & Lighterage Co., New York, 1918.	Ex Lawrence M. Sullivan (Id. No. 1933); self-propelled..
YE31	110 0	30 0	250	...do.....	.....	6th district...	Charleston Navy Yard, 1918; converted 1919.	Formerly coal barge No. 534; flush deck and house; sheathed with impregnated wood and tar paper.
YE32	110 0	34 0	500	Steel....	.....	3d district ...	Built Interlake Engine Works, Cleveland, Ohio, 1918; converted at navy yard, New York, 1920-22.	Formerly coal barge YC 484.
YE33	110 0	34 0	500	...do.....	.....	.....do.....	Built Interlake Engine Works, Cleveland, Ohio, 1918; converted at New York, 1920-22.	Formerly coal barge. YC 485.
YE34	110 0	34 0	500	...do.....	.....	4th district...	Built, Philadelphia, 1914; converted at navy yard, Philadelphia, 1920-22.	Formerly coal barge YC 292.
YE35	110 0	34 0	500	...do.....	.....	12th district..	Built, Seattle, Wash., 1913; converted at navy yard, Mare Island, 1920-21.	Formerly coal barge YC 280; sheathed.
YF36	110 0	34 0	500	...do.....	.....	14th district..	Built Leonard Construction Co., Chicago, 1918; converted at Pearl Harbor, 1920-22.	Formerly coal barge YC 468.
YE37	110 0	34 0	500	...do.....	.....	.....do.....	Converted at Pearl Harbor, 1923; built Leonard Construction Co., Chicago, 1918.	Converted from coal barge YC469.
YE38	110 0	34 0	500	...do.....	.....	12th district..	Built, Seattle, 1918, as YC 282; converted, 1924.	

ASH LIGHTERS (YA).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft.in.	*Ft.in.*	*Tons.*				
YA13	50 0	20 0	40	Wood...	1st district.....	Navy yard, Boston, 1905.	Copper sheathed.
YA14	50 0	20 0	40	...do.....	.....do.....	.....do.....	Copper sheathed; flush deck.
YA22	36 0	15 9	15	...do.....	Annapolis.....	Navy yard, Norfolk, 1908.	Copper sheathed; flush deck, flashboard.
YA25	40 0	20 0	30	...do.....	Guantanamo....	Naval station, Guantanamo, 1909.	Copper sheathed.
YA26	40 0	20 0	30	...do.....	.....do.....	.....do.....	Do.
YA27	40 0	20 0	30	...do.....	.....do.....	.....do.....	Do.
YA28	40 0	20 0	30	...do.....	.....do.....	.....do.....	Do.
YA29	50 0	20 0	65	...do.....	6th district.....	Navy yard, Charleston, 1910.	Copper sheathed; flush deck.
YA31	50 0	15 0	63	...do.....	12th district.....	Navy yard, Mare Island, 1910.	Flush deck, sheathed with redwood.
YA32[1]	50 0	15 0	63	...do.....	.....do.....	.....do.....	Do.
YA35	50 0	15 0	20	...do.....	13th district.....	Navy yard, Puget Sound, 1907.	Copper sheathed; flush deck.
YA36	50 0	15 0	20	...do.....	.....do.....	.....do.....	Do.
YA38	50 0	15 0	63	...do.....	12th district.....	Navy yard, Mare Island, 1908.	Sheathed with redwood; flush deck.
YA41	36 0	15 0	20	...do.....	4th district.....	Philadelphia, 1912.....	House for diving gear; flush deck.
YA42	50 0	15 0	63	...do.....	11th district.....	Navy yard, Mare Island, 1913.	Flush deck.
YA46	50 0	20 0	50	...do.....	.....do.....	Mare Island, 1916.....	Converted freight lighter No. 26.
YA47	50 8	20 8	50	...do.....	Annapolis.....	.....	Flush deck, flashboards.
YA48	45 0	18 0	25	...do.....	14th district.....	Naval station, Pearl Harbor, 1917.	Sheathed with redwood; flush deck.
YA49	45 0	18 0	25	...do.....	.....do.....	.....do.....	Flush deck, sheathed with redwood.
YA52[2]	50 0	20 0	50	...do.....	16th district.....	Cavite, 1919-20.....	Copper sheathed.
YA59	50 0	20 0	50	...do.....	.....do.....	.....do.....	Do.
YA60	86 2	29 2	250	...do.....	11th district.....	Navy yard, Mare Island, 1902.	Ex-YC71; copper sheathed; flush deck.
YA61	30 0	8 4	5	Steel....	St. Thomas.....	Taken over from Hamburg American Line at St. Thomas.	Boat shaped. Renamed from YF-167.
YA62	30 0	20 0	40	Wood...	Annapolis.....	Norfolk, building.....	Authority 3 June, 1924, copper sheathed.
YA63	30 0	20 0	40	...do.....	.....do.....	.....do.....	Do.
YA64	36 0	15 0	15	...do.....	.....do.....	.....do.....	Do.

[1] Temporary house for mechanics.

[2] Fitted with 8,000-gallon fuel oil tank.

FREIGHT LIGHTERS (YF).

Official No.	Length.	Breadth.	Capacity.	Material.	Horsepower.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*					
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.
YF9	40 6	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.	Copper sheathed; swimming house; flush deck.
YF12[1]	86 2	29 2	.....	...do.....	.....	1st district...	New York, 1904.....	Covered; flush deck.
YF14	40 0	20 0	30	...do.....	.....	Guantanamo.	Naval station, Guantanamo, 1906.	Copper sheathed.
YF15	40 0	20 0	30	...do.....	.....	.....do.....	.....do.....	Do.
YF17	101 7	25 8	200	...do.....	.....	16th district..	Hongkong, 1906.....	Copper sheathed; covered.
YF24	60 0	20 0	60	...do.....	.....	.....do.....	Naval station, Cavite, 1908.	Sheathed; house.
YF34	50 0	20 0	40	...do.....	.....	.....do.....	.....do.....	Copper sheathed; converted ash lighter No. 20; covered; flush deck.
YF35	60 0	20 0	60	...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, 1915.	Do.
YF38	101 7	25 6	200	...do.....	.....	.....do.....	Hongkong, 1906.....	Copper sheathed; house.
YF41	110 0	30 0	250	...do.....	.....	1st district...	Norfolk, 1906.....	Copper sheathed; covered.
YF42	45 0	20 0	50	...do.....	.....	Guam.....	Guam, 1914.....	Copper sheathed; flush deck.
YF43	45 0	20 0	50	...do.....	.....	.....do.....	Guam, 1914-15.....	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.....	Do.
YF47	90 0	28 0	250	...do.....	.....	.....do.....	.....do.....	Do.
YF49	115 0	25 0	250	Composite.	136	1st district...	Navy yard, Portsmouth, 1915-16.	Covered; self-propelled.
YF50	36 0	12 0	12	Wood.....	.....	13th district..	Navy yard, Puget Sound, 1915.	Copper sheathed; flush deck.
YF51	36 0	12 0	12	...do.....	.....	.....do.....	.....do.....	Do.
YF52	60 0	19 0	75	...do.....	.....	.....do.....	.....do.....	Do.

[1] Built as transportation barge for use at Naval Training Station, Newport, R. I., to transport boys and men from the Island to the railroad station or vessels in the harbor. Vessel is very shallow draft.

FREIGHT LIGHTERS (YF).

Official No.	Length.	Breadth.	Capacity.	Material.	Horsepower.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*					
YF53	110 0	30 0	250	Wood.....	.....	5th district...	Converted coal barge No. 210, Norfolk, 1915.	Sheathed; covered.
YF54[1]	112 0	30 0	250	Steel....	275	11th district..	Built 1915. Converted ash lighter No. 44, Norfolk, 1916.	Self-propelled; covered.
YF56[2]	112 0	30 0	250	...do.....	275	5th district...	Built 1914. Converted ash lighter No. 43 Norfolk, 1916.	Do.
YF63	110 0	30 0	250	Wood...	200	1st district....	Union Ship & Dock Co., Port Jefferson, N. Y., 1918.	Do.
YF64	85 0	30 0	250	...do.....	.....	Indianhead..	Carpenter-Watkins, Co., Brunswick, Ga., 1918.	Id. No. 2552; flush deck and house.
YF65	85 0	30 0	250	...do	.....	.....do.....	Carpenter-Watkins Co., Brunswick, Ga., 1918.	Id. No. 2565; flush deck and house; ice sheathed.
YF66	85 0	35 0	300	...do.....	.....	.....do.....	Carpenter-Watkins Co., Brunswick, Ga., 1918.	Id. No. 2388; flush deck and house; ice sheathed.
YF78	85 0	35 0	300	...do.....	.....	.....do.....	Carpenter-Watkins Co., Brunswick, Ga., 1918.	Id. No. 2390; ice sheathed; flush deck and house.
YF77	110 0	30 0	250	...do	.....	1st district...	Navy yard, Boston, 1918.	Copper sheathed; flush deck; with house.
YF79	110 0	30 0	250	...do.....	.....	.....do.....	Boston, 1918-19	Copper sheathed house.
YF80	110 0	30 0	250	...do.....	.....	.....do.....	.....do.....	Flush deck, house.
YF81	110 0	30 0	250	...do.....	.....	.....do.....	.....do.....	Copper sheathed, flush deck, house.
YF82	110 0	30 0	250	...do.....	.....	.....do.....	.....do.....	Copper sheathed, flush deck, house.
YF84	110 0	30 0	250	...do	.....	6th district...	Chas. Rohde & Sons, Baltimore, Md. Converted coal barge No. 352; Norfolk, 1918.	Sheathed, yellow pine; flush deck, with house.
YF85	110 0	30 0	250	...do.....	.....	Annapolis....	Built Chas. Rohde & Sons, Baltimore, Md., 1918. Converted coal barge No. 353; Norfolk, 1918.	Covered.
YF86	110 0	30 0	250	...do.....	.....	16th district..	Converted coal barge No. 174; Built N.Y., and shipped knocked down to Cavite, 1918.	Copper sheathed; housed over.

[1] Capacity 175 tons freight and 30,000 gallons water. Boom lifting capacity 3 tons.
[2] Carries 120 tons water.

FREIGHT LIGHTERS (YF).

Official No.	Length.	Breadth.	Capacity.	Material.	Horse-power.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*					
YF87	75 0	21 0	100	Wood.....	.....	13th district..	Converted coal barge No. 446; navy yard, Puget Sound, 1918, built at Puget Sound, 1918.	Copper sheathed; flush deck; house.
YF88	110 0	30 0	250	...do.....	.....	.....do.....	Converted coal barge No. 363; navy yard, Puget Sound, 1918, built Puget Sound, 1918.	Copper sheathed; flush deck; house.
YF89	110 0	30 0	250	...do.....	.....	.....do.....	Converted coal barge No. 384; navy yard, Puget Sound, 1918, built Puget Sound, 1918.	Do.
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	.....	...d.....	.....	.....do.....	.....do.....	Moran Towing & Inspection Co. No. 76; covered.
YF96	100 6	32 8	.....	...do.....	.....	.....do.....	.....do.....	Moran Towing & Inspection Co. No. 84; covered.
YF98 [1]	110 0	30 0	250	...do.....	.....	1st district...	Ira Bushey & Sons Co., 1918. Converted N. Y. 1918.	Flush deck and house.
YF101	110 0	30 0	250	...do.....	.....	5th district...	.....do.....	Covered.
YF107	110 0	30 0	250	...do.....	.....	3d district....	.....do.....	House.
YF111	80 0	30 0	.....	...do.....	.....	11th district..	Converted at Key West from coal barge No. 412, 1918, built by Alken Towboat & Barge Co., 1918, at Pensacola.	Has house; ½" wood sheathing.
YF112	162 3	31 11	1,200	Composite.	.....	3d district....	Purchased P. leClaire Sorrel, Que., 1918; converted 1919, New York.	Ex McMath; Id. No. 3303.

[1] Contracted for by Ira Bushey & Sons as coal barge; afterwards finished as freight lighter by New York Navy Yard.

FREIGHT LIGHTERS (YF).

Official No.	Length.	Breadth.	Capacity.	Material.	Horsepower.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	Ft. in.	Tons.					
YF118	95 0	28 8	145	Wood...	250	5th district...	Purchased from C. R. Stewart, Newburgh, N.Y., 1918; built by Weehawken (N.J.) D. D. Co., 1917.	Ex Frederick D. U Robbins; Id. No. 3647; self-propelled; covered.
YF121	90 10	31 0	450	...do....	250	.....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, 2 ton derrick.
YF140	54 6	20 0	94	...do....	.....	Guam.....	Guam, 1914.....	Flush deck.
YF141	54 6	20 0	94	...do....	.....	.....do.....	.....do.....	Do.
YF149	45 0	20 0	62	...do....	.....	.....do.....	Mare Island, shipped, knocked down to Guam 1919-20.	Do.
YF150	45 0	20 0	62	...do....	.....	.....do.....	Mare Island.....	Do.
YF151	45 0	20 0	62	...do....	.....	.....do.....	.....do.....	Do.
YF152	45 0	20 0	62	...do....	.....	.....do.....	.....do.....	Do.
YF153	45 0	18 0	25	...do....	.....	14th district..	Pearl Harbor naval station, 1917.	Sheathed 1-inch redwood; ex-marine lighter No. 1; flush deck.
YF157[1]	84 0	23 0	.....	...do....	.....	Indianhead..	Purchased from J. C. White Eng. Corp., 1919.	Ex Monarch; flush deck and house, ice sheathed.
YF158	84 0	23 0	.....	...do....	.....	.....do.....	.....do.....	Ex Fearless; flush deck and house, ice sheathed.
YF159	50 0	20 0	60	...do....	.....	Annapolis....	Norfolk, 1911.....	Ex farm scow No. 3; copper sheathed.
YF161	110 0	30 0	250	...do....	250	3d district....	.....	Ex Catherine Johnson; Id. No. 390 self-propelled; covered.
YF162	110 0	30 0	250	...do....	.....	16th district..	Navy yard, N. Y., 1908, converted Cavite.	Ex coal barge 179 covered.
YF163	74 6	27 8	125	Steel....	.....	St. Thomas..	Taken over with Virgin Islands.	Converted derrick lighter No. 5.
YF164	74 6	17 0	65	...do....	.....	.....do.....	.....do.....	Covered; converted well lighter No. 2.
YF166	56 6	14 10	60	...do....	.....	.....do.....	.....do.....	Converted cargo lighter No. 4.
YF174	56 0	20 0	100	Wood...	.....	Indianhead..	Purchased from J. C. White Eng. Corp.	Ex sand scow No. 2 sheathed; 1' boards.

[1] Surveyed for disposal; to be deferred till end of year.

YF 165 converted to water barge YW51.
YF167 converted to ash lighter YA61.

FREIGHT LIGHTERS (YF).

Official No.	Length.	Breadth.	Capacity.	Material.	Horse-power.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	Ft. in.	Tons.					
YF175	80 0	12 0	100	Wood	.....	Indianhead	Purchased from J. G. White Eng. Copr.	Ex sand scow No. 3; sheathed; 1" boards.
YF176	141 6	29 0	650	do	550	6th district	A. C. Brown, Tottenville, N. Y., 1899; converted Charleston, 1920.	Ex Apache; ex Aspinet; sheathed, self-propelled.
YF177	110 0	30 0	250	do	.....	16th district	Cavite, 1920-1922	Authorized May 21, 1920; completed Aug. 8, 1922.
YF178	110 0	30 0	250	do	.....	do	Cavite	Authorized May 21, 1920; completed 1923.
YF179	110 0	30 0	250	do	.....	Building	do	Authorized May 21, 1920.
YF180	110 0	30 0	250	do	.....	do	do	Do.
YF181	110 0	34 0	250	do	.....	16th district	do	Refrigerator; completed 1922.
YF182	85 4	18 0	25	do	.....	Guantanamo	Built as YS72 in 1918; converted Guantanamo, 1920.	
YF184	85 4	18 0	25	do	.....	do	Built Madisonville, La., 1918; converted Guantanamo, 1924.	Converted from YS75.
YF185	85 0	34 0	.....	do	.....	12th district	Built 1918; converted from YCD6 at Mare Island, 1922.	
YF186	110 0	34 0	500	Steel	.....	5th district	Built as YC380 by Imperial Shipbuilding Co., Detroit, Mich., 1918; converted Norfolk, 1923.	Flush deck, flashboards.
YF187	110 0	34 0	500	do	.....	do	Built as YC303 at Norfolk, 1918; converted Norfolk, 1923.	Do.
YF189	54 6	20 0	94	Wood	.....	Building	Guam	Authorized Apr. 30, 1923.
YF190	54 6	20 0	94	do	.....	do	do	Do.
YF191	54 6	20 0	94	do	.....	do	do	Do.
YF192	54 6	20 0	94	do	.....	do	do	Do.
YF194	122 0	34 0	500	Steel	.....	11th district	Being converted at Mare Island from YCD1.	Built by American Bridge Co., Pittsburgh, Pa., 1918, for Panama Canal.
YF195	122 0	34 0	600	do	.....	do	Being converted at Mare Island from YCD2.	Do.
YF196	120 0	36 0	.....	Wood	.....	3d district	Reclassified from YD37, 1924.	82' steel boom.
YF197	125 0	38 0	.....	do	.....	do	Reclassified from YD39, 1924.	Ex derrick barge 62; ID No. 2729; steel "A" frame.

FREIGHT LIGHTERS (YF).

Official No.	Length.	Breadth.	Capacity.	Material.	Horse-power.	Allocation.	Where and when built or purchased.	Remarks.
	Ft.in.	*Ft.in.*	*Tons.*					
YF198	110 0	30 0	250	Wood...	.....	12th district..	Being converted from YC239 at Mare Island; built Puget Sound, 1918.	Flush deck, flashboards.
YF199	110 0	30 0	250	...do.....	.....	.....do.....	Being converted from YC383 at Mare Island; built Puget Sound, 1918.	Do.
YF200	110 0	30 0	250	...do.....	.....	.....do.....	Being converted from YC384 at Mare Island; built Puget Sound, 1918.	Do.
YF201	110 0	30 0	250	...do.....	.....	.....do.....	Being converted from YC246 at Mare Island; built Puget Sound, 1918.	Do. [1]

[1] Surveyed for diagonal. To be deferred till end of year.

GARBAGE LIGHTERS (YG).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft.in.	*Ft.in.*	*Tons.*				
YG1	110 0	29 0	11,000	Wood...	3d district.....	Unknown, 1899.....	8-pocket, side dumping; well deck.
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; well deck; copper sheathed.
YG7	62 0	20 8	63	...do.....	11th district.....	.....do.....	Side-dumping; well deck.
YG8	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.
YG12	35 4	18 0	.....	...do.....	7th district.....	Built at Tarpon Springs, Fla., 1918-19. Converted, Key West, 1923 from YS67.	Sheathed with 1" pine.

[1] Cubic feet.

FLOATING PILE DRIVERS (YPD).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YPD1	70 0	24 0	[1]20,000	Wood...	3d district.....	Purchased of T. A. Crane & Sons, New York, 1898.	4,250-lb. hammer.
YPD2	65 0	24 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.
YPD10	55 0	27 0	45	Wood...	4th district.....	Navy yard, Philadelphia	Flush deck and house; sheathed with wood; 3,000-lb. hammer.
YPD13	54 0	20 0	20	...do.....	Guantanamo....	Built by Snare & Triest Co., naval station, Guantanamo, Cuba, 1905.	Copper sheathed; 3,000-lb. hammer.
YPD14	50 5	24 4	.....	...do.....	5th district.....	Navy yard, Norfolk, 1911.	Sheathed with creosoted pine; 3,375-lb. hammer.
YPD15	65 0	30 0	100	...do....	6th district.....	Navy yard, Norfolk, 1908, assembled 1922 by installing machinery from YPD18 on YC150.	Sheathed.
YPD16	65 3	26 0	50	...do.....	14th district.....	John A. Hughes, Honolulu, 1913.	Copper 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.....	Built Pensacola, 1906; converted Key West, 1918, from YD18.	Copper sheathed, flush boards; 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.

[1] Pounds.

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

HEATING SCOWS (YHT).

Official No.	Name.	Length.	Breadth.	Material.	Allocation.	Where and when built or purchased.	Remarks.
		Ft. in.	*Ft. in.*				
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.	Breadth.	Displacement.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YMD2	80 0	12 0	.....	Wood	16th district	Bought from J. G. White & Co., Olongapo.	Coppered sheathed; flush deck.
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.

HARBOR TUGS (YT).

Official No.	Name.	Length.	Breadth.	Horse-power.	Draft.	Allocation.	Where and when built or purchased.	Remarks.
		Ft. in.	*Ft. in.*		*Ft. in.*			
YT2	IWANA	92 6	20 11½	350	[1] 10 0	1st district	City Point Iron Works, Boston, Mass.; authorized Mar. 2, 1889.	
YT3	NARRETA	92 6	20 11½	350	[1] 10 0	3d district	do	
YT4	UNADILLA	110 0	25 0	469	[1] 9 11	12th district.	Navy yard, Mare Island; authorized July 26, 1894.	
YT5	SAMOSET	92 6	21 0	450	[1] 9 7	4th district.	Navy yard, Norfolk; authorized Mar. 2, 1896.	
YT6	PENACOOK	92 6	21 1	450	[1] 9 11	1st district	Navy yard, New York; authorized Mar. 3, 1897.	
YT7	PAWTUCKET	92 6	21 1	500	[1] 9 11	13th district.	Navy yard, Mare Island; authorized Mar. 3, 1897.	
YT8	PENTUCKET	92 6	21 1	500	[1] 9 2	3d district.	Navy yard, Boston; authorized July 1, 1902.	
YT9	SOTOYOMO	92 6	21 1	466	.....	13th district.	Navy yard, Mare Island; authorized July 1, 1902.	
YT10	TRITON	96 9	20 9	250	[1] 8 11	6th district (temp.).	J. H. Dialogue & Sons, Camden, N. J.; built, 1888.	
YT12	CAYUGA	101 0	21 0	397	[1] 11 5	3d district.	Maryland Steel Co., Baltimore, Md.; purchased, 1898.	Ex-Powhatan; ex-Ponwood.
YT13	HERCULES [2]	101 6	20 6	350	[1] 10 5	5th district	J. H. Dialogue & Sons, Camden, N. J.; purchased 1898.	
YT14	LIVELY	107 0	22 6	600	10 0	12th district.	Union Iron Works, San Francisco; purchased, 1898.	Ex-Active.

[1] Full-load mean draft.

[2] Built of iron.

HARBOR TUGS (YT).

Official No.	Name.	Length.	Breadth.	Horse-power.	Draft	Allocation.	Where and when built or purchased.	Remarks.
		Ft.in.	*Ft.in.*		*Ft.in.*			
YT15	MASSASOIT.....	89 5	19 6	200	8 6	5th district	Neafie & Levy, Philadelphia; purchased, 1898.	Ex A. W. Booth.
YT16	MODOC [2].....	96 9	20 10	175	[1] 9 7	4th district	Built by J. H. Dialogue & Sons, Camden, N. J., 1890; purchased, 1898, from American Towing Co.	Ex Enterprise.
YT17	MOHAWK.....	103 10	24 0	400	[1] 10 9	5th district	Built by T. S. Marvel & Co., Newburgh, N. Y., 1893; purchased, 1898, of Cornell Steamboat Co.	Ex T. P. Fowler.
YT18	NOTTOWAY [2].....	81 5	18 10½	320	[1] 9 1	1st district	Newport News S. B. & D. D. Co.; purchased, 1898; ex Accomac.	Ex El Toro; ex-Accomac.
YT22	ROCKET.....	93 0	28 0	308	[1] 6 11	5th district	Pusey & Jones Co., Wilmington, Del., 1899.	
YT23	SEBAGO.....	99 0	21 0	450	[1] 8 0	6th district	J. H. Dialogue & Sons, Camden, N. J., 1893.	
YT24	TECUMSEH.....	100 9	21 9	540	[1] 8 2	Navy yard, Washington.	Built by J. H. Dialogue & Sons, Camden, N. J.; purchased, 1898, from Luckenback & Co.	Ex Edward Luckenbach.
*YT25	VIGILANT.....	116 0	21 0	450	9 0	12th district.	Built by Wm. Cramp & Sons, Philadelphia; purchased, 1898.	
YT26	WICOMICO [2].....	100 9	21 0	550	[1] 9 5	5th district	Neafie & Levy, Philadelphia; purchased, 1898.	Ex Choctaw; ex C. G. Coyle.
*YT27	WOMPATUCK.....	130 0	25 0	650	12 0	16th district.	Built by Harlan & Hollingsworth, Wilmington, Del.; purchased, 1898, from Standard Oil Co.	Ex Atlas.
YT28	ADVANCE [3] (3057)	107 0	22 8	600	11 5	5th district	Built by M. M. Davis, Solomon's Island, Md., 1912; purchased, 1919, from A. S. Taylor & Bros.	

[1] Full load mean draft. [2] Built of iron. [3] Built of wood

HARBOR TUGS (YT).

Official No.	Name.	Length.	Breadth.	Horse-power.	Draft.	Allocation.	Where and when built or purchased.	Remarks.
		Ft. in.	Ft. in.		Ft. in.			
YT29	BARNETT...(1149)	111 0	21 7	500	9 3	Guntanamo.	J. H. Dialogue & Sons, Camden, N. J., 1911; purchased, 1918, from Steel Towing & Wrecking Co.	
YT31	SACO.....(2725)	80 0	24 9	400	8 0	7th district	A. C. Brown & Co., Totenville, N. Y., 1912.	Ex Alexander Brown; (sheathed).
YT32	CATAWBA..(2200)	92 0	22 0	600	9 10	5th district	Baltimore D. D. & S. B. Co., 1917.	Ex Howard Greene.
YT33	MENDOTA...(773)	140 0	26 0	750	11 6	Washington Yard.	Chas. H. Hillman, Philadelphia, 1898.	Ex Concord.
*YT34	DREADNAUGHT....(1951).	135 0	28 0	1,000	14 10	12th district.	Union Iron Works, San Francisco, 1917.	Oil burning.
YT35	NAUSETT [2]..(2671)	88 0	22 6	700	9 6	4th district	Chas. Rhodes & Sons, Baltimore, Md., 1918.	Ex Carl B. Gray.
YT36	CHOPTANK.....	[3]108 0	24 3	800	13 4	Washington Yard.	Johnston Bros., Ferrysburg, Mich., 1909.	Ex Francis B. Hackett; ex Shenandoah.
*YT39	NAVIGATOR.(2225)	134 4	26 0	1,000	13 9	12th district.	J. H. Dialogue & Sons, Camden, N. J., 1898.	
*YT42	PENOBSCOT..(982)	121 6	24 6	700	13 6	Washington Yard.	Risdon Iron Works, San Francisco, 1904.	Ex Luckenbach No. 5.
YT43	WOOLEY, JAMES [2]	80 9	21 0	300	8 6½	1st district	East Boston, Mass., 1897; acquired 1918.	
YT49	HARBOR TUG No. 49.	88 0	20 0	300	[1] 9 8	14th district.	Naval Station, New Orleans, 1919.	Sheathed.
YT50	HARBOR TUG No. 50.	88 0	20 0	300	[1] 9 8	.....do.....	Naval Station, New Orleans, 1919.	Sheathed with creosoted pine.
YT54	HARBOR TUG No. 54.	88 0	20 0	300	[1] 9 8	3d district	Clayton S. B. Co., Clayton, N. Y., 1919.	Ice sheathed.
YT55	HARBOR TUG No. 55.	88 0	20 0	300	[1] 9 8	.....do.....	.....do.....	

[1] Full load mean draft. [2] Built of iron. [3] Over all.

HARBOR TUGS (YT).

Official No.	Name.	Length.	Breadth.	Horse-power.	Draft.	Allocation.	Where and when built or purchased.	Remarks.
		Ft.in.	*Ft.in.*		*Ft.in.*			
YT56	HARBOR TUG No. 56.	88 0	20 0	300	9 1 8	3d dist....	Eastern Shipyard Co., Greenport, Long Island, 1918.	
YT61	HARBOR TUG No. 61.	88 0	20 0	300	9 1 8	...do.....	Greenport B. & C., Co., Greenport, Long Island, 1918.	
YT67	HARBOR TUG No. 67.	88 0	20 0	300	9 1 8	...do.....	Robert Jacob, City Island, N. Y., 1918.	
YT69	HARBOR TUG No. 69.	88 0	20 0	300	9 1 8	5th dist...	.....do.....	
YT70	HARBOR TUG No. 70.	88 0	20 0	300	9 1 8	1st dist ...	.....do.....	
YT71	HARBOR TUG No. 71.	88 0	20 0	300	9 1 8	...do.....	Luders Marine Construction Co., Stamford, Conn., 1918.	
YT72	HARBOR TUG No. 72.	88 0	20 0	300	9 1 8	3d dist....	.....do.....	Galvanized iron ice sheathing.
YT73	HARBOR TUG No. 73.	88 0	20 0	300	9 1 8	1st dist....	.....do.....	1½" oak ice sheathing.
YT77	HARBOR TUG No. 77.	88 0	20 0	300	9 1 8	Washington.[3]	N. Y. Yacht, Launch & Engine Co., Morris Heights, N. Y., 1918.	Ice sheathed.
YT81	HARBOR TUG No. 81.	88 0	20 0	300	9 1 8	3d dist....	.....do.....	
YT86	MOTOR TUG No. 86	65 0	16 2	150	6 2	11th dist..	Navy yard, Mare Island, 1918.	Copper sheathed.
YT87	MOTOR TUG No. 87	65 0	16 2	150	6 2	12th dist..	.....do.....	Do.
YT88	MOTOR TUG No. 88	65 0	16 2	150	6 2	11th dist..	.....do.....	Do.
YT89	MOTOR TUG No. 89	65 0	16 2	150	6 2	12th dist..	.....do.....	Do.
YT90	MOTOR TUG No. 90	65 0	16 2	150	6 2	14th dist..	Naval station, Pearl Harbor, H. I., 1919.	
YT92	MOTOR TUG No. 92	65 0	16 2	150	6 2	16th dist..	Navy yard, Mare Island, 1919.	
YT93	MOTOR TUG No. 93	65 0	16 2	150	6 2	14th dist..	.....do.....	Do
YT94	MOTOR TUG No. 94	65 0	16 2	150	6 2	12th dist..	.....do.....	
YT95	MOTOR TUG No. 95	65 0	16 2	150	6 2	...do.....	.....do.....	Do.
YT96	MOTOR TUG No. 96	65 0	16 2	150	6 2	...do.....	.....do.....	Do.
YT98	MOTOR TUG No. 98	65 0	16 2	150	6 2	13th dist..	.....do.....	
YT99	MOTOR TUG No. 99	65 0	16 2	150	6 2	12th dist..	.....do.....	Do.
YT104	BANAAG[2].....	96 0	16 0	100	7 6[1]	16th dist..	Whompoa Dock Co., Hongkong, China, 1910.	Do.

[1] Full load mean draft. [2] Composite. [3] Loaned to Washington, D. C., Police Dept.

HARBOR TUGS (YT).

Official No.	Name.	Length.	Breadth.	Horse-power.	Draft.	Allocation.	Where and when built or purchased.	Remarks.
		Ft. in.	*Ft. in.*		*Ft. in.*			
YT106	CHRISTINE [1]	86 6	13 0	183	8 6	16th dist..	Whompoa Dock Co., Hongkong, China, 1902.	
YT107	IONA [1]	58 6	10 3	125	3 11	...do.....	Captured with Cavite, 1898.	Copper sheathed.
YT108	MERCEDES [2]	58 6	9 2	270	3 10½	...do.....	.....do.....	
YT111	DELAWARE (S. P. 467).	140 0	22 6	400	.....	14th dist.[3]	Pocomoke City, Md., 1913; purchased 1917.	Redwood sheathing.

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

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 YT56, YT61, YT66 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 86 to 101 have one union 4-cycle, 4-cylinder engine, cylinder diameter 12 inches, stroke 15 inches.

FLOATING WORKSHOPS (YR).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*	*Tons.*				
YR2	105 7	36 1½	.....	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 with redwood; flush deck; house.
YR10[1]	101 5	32 6	.....	...do	4th district..	Purchased from the Independant Pier Co., Philadelphia, Pa.	Ex Harry; Id. No. 3536; flush deck and house for machinery.
YR12[2]	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.

[1] Used in repairing destroyers. [2] Horsepower.

DISTRICT PATROL VESSELS (YP).

Official No.	Name.	Type.	Length.	Breadth.	Material.	Horsepower.	Allocation.	Built by—
			Ft.in.	*Ft.in.*				
YP185	CLARINDA.....	Motor boat.	92 6	17 2	Wood.	800	6th district...	Matthews Boat Co., Port Clinton, Ohio.
YP214	EDITHIA [1].....	.....do.....	96 0	14.0	...do ..	350	3d district....	Gas Engine & Power Co., Morris Heights, N. Y., 1909.
YP181	HELORI.....	.....do.....	92 4	15 8	...do ..	250	13th district..	Johnson-Bros. & Blanchard, Seattle, Wash., 1911.
*YP2340	HERRESHOFF No. 323.	St. yacht,..	112 9	15 2	Steel..	1,200	1st district...	Herreshoff Mfg. Co., Bristol, R. I., 1918.
YP179	PRIVATEER...	Motor boat.	106 3	13 0	Wood.	500	3d district....	Gas Engine & Power Co., Morris Heights, N. Y., 1917.
YP3	SANDA [2].....	.....do.....	36 2	.....	.....	.....	....do.....	W. E. Hall, N. Y., 1917.
YP93	ZUMBROTA....	.....do.....	69 0	14 6	Wood.	80	7th district...	Matthews Boat Bldg. Co., Port Clinton, Ohio, 1914.

[1] Transferred as a loan to the State of New Jersey for use of the State Board of Commerce and Navigation.
[2] 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.	Horsepower.	Where and when built or purchased.	Status July 1, 1920.
		Ft. in.				
ADVANCE-BASE LIGHTER No. 1.[1]	Lighter.....	24 0	Wood.....		Olongapo Station, 1911	16th district.
ADVANCE-BASE LIGHTER No. 2.[1]	.....do.....	24 0	...do ..	.....	.....do.....	Do.
ADVANCE-BASE LIGHTER No. 3.[1]	.....do.....	24 0	...do ..	.....	.....do.....	Do.
ADVANCE-BASE LIGHTER No. 4.[1]	.....do.....	24 0	...do ..	.....	.....do.....	Do.
AHDEEK (2589).....	Motor boat..	36 3	...do ..	125	Chas. L. Seabury, Morris Heights, N. Y., 1916.	Loaned to Culver Military Academy.
ARGO.....	Yawl.....	57 0	...do ..	.....	Essex, Mass., 1892...	Naval Academy. Presented by C. G. Fitzgerald, Baltimore, Md., 1906.
ESTELLE (747).....	Motor boat..	40 0	...do ..	45	Purchased from J. M. Hayden, 1917.	Loaned to Culver Military Academy.
FAVORITE (1385).....	Salvage tug.	180 8	Steel..	1,200	Buffalo S. B. Co., Buffalo, N. Y., 1907.	Loaned to Panama Canal.
Grampus (1708).....	Freight and passenger steamer.	126 0	...do ..	700	Neafie & Levy, Philadelphia, 1907.	Navy yard, Washington. Ex Booth bay.
HERMES.....	Auxiliary schooner.	89 5	Wood.	85	W. F. Stone, Oakland, Calif., 1914.	14th district (Aviation).
NAHANT (1250)[2].....	Tug.....	134 7	Steel..	950	J. H. Dialogue & Sons, Camden, N. J., 1913.	Loaned to police department, New York City, and called Service No. 3.
POWER FLOAT No. 24.	.....	60 0	...do ..	.....	Naval station, Cavite, 1908.	16th district.
POWER FLOAT No. 25.	.....	90 0	.....	.....	.....do.....	Do.
ROBERT CENTER.....	Sloop.....	66 0	Wood.	.....	Lawley & Son, Neponset, Mass.	Naval Academy.
TRANSFER.....	Freight steamer.	110 0	Steel..	300	Navy Yard, New York, 1904.	3d district.

[1] Sheathed with copper.

[2] Nahant, formerly Luckenbach No. 4.

ALLOCATION OF DISTRICT CRAFT.

First Naval District.

Coal barges: YC-50, 90, 91, 92, 93, 94, 95, 101, 102, 104, 105, 160, 161, 168, 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-8, 13, 14, 15, 20, 39.
Stevedoring barges: YS-51.
Torpedo-testing barges: YTT-1, 2, 4.
Water barges: YW-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, 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.
District patrol vessel: Herreshoff 323 (SP-2840).

Third Naval District.

Coal barges: YC-258, 287, 527, 568, 570, 571, 577, 578, 594, 595, 599, 600, 601.
Fuel-oil barge: YO-5.
Stevedoring barges: 14, 39, 42, 47, 50.
Water barge: YW-45.
Floating derricks: YD-21, 29, 44, 48, 49, 58.
Ferryboats and launches: Launch No. 1059.
Ammunition lighters: YE-11, 29, 32, 33.
Freight lighters: YF-1, 2, 92, 93, 94, 95, 96, 107, 112, 161, 196, 197.
Garbage lighters: YG-1, 9, 10.
Pile drivers: 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: Transfer, Nahant.

Fourth Naval District.

Coal barges: YC-136, 255, 256, 290, 301, 506, 541, 542, 543, 544, 545, 546, 547, 548, 551, 552, 572, 579, 602.
Fueling barges: YOD-11, 12.
Fuel-oil barge: YO-22.
Floating derricks: YD-5, 30, 45
Ammunition lighters: YE-34.
Ash lighters: YA-41.
Freight lighters: YF-9.
Pile driver: YPD-10.
District tugs: Modoc, Nausett, Samoset.
Floating workshop: YR-10.

Fifth Naval District.

Ambulance boats: YH-2, 3.
Coal barges: YC-261, 262, 264, 265, 266, 267, 270, 271, 272, 273, 276, 286, 310, 313, 317, 318, 319, 354, 459, 486, 488, 501.
Fueling barges: YOD-3, 5.
Fuel-oil barges: YO-6, 31.

ALLOCATION OF DISTRICT CRAFT.

Water barge: YW–5.
Floating derricks: YD–7, 8, 26, 43.
Seaplane wrecking derrick: YSD–1, 2.
Ferryboats and launches: Inca.
Freight lighters: YF–53, 56, 101, 118, 121, 186, 187.
Pile driver: YPD–14.
District tugs: Advance, Hercules, Massasoit, Mohawk, Catawba, Rocket, Wicomico, YT–69.
Floating workshops: YR–2.

Sixth Naval District.

Coal barges: YC–169, 213, 335, 340, 341, 349, 441, 458, 585.
Fuel-oil barge: YO–38.
Water barge: YW–11.
Floating derrick: YD–1.
Dredge: YM–9.
Ferryboats 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–66, 87, 151, 209, 232, 268, 462, 494, 497.
Water barge: YW–12.
Floating derricks: YD–17, 55.
Garbage lighter: YG–12.
Floating pile driver: YPD–19.
District tug: Saco.
District patrol vessel: Zumbrota.

Eighth Naval District.

Coal barges: YC–320, 325, 408, 481.
Water barge: YW–28.

Ninth Naval District.

Unclassified: Ahdeek, Estelle.

Eleventh Naval District.

Coal barges: YC–263, 277, 279, 281, 297, 308, 309, 312, 314, 316, 360, 362, 365, 366, 367 368, 379, 382, 387, 388, 392, 393, 466.
Fuel-oil barges: YO–7, 9, 23, 24, 30.
Water barges: YW–30, 47, 48.
Seaplane wrecking derrick: YSD–4.
Ash lighters: YA–42, 46, 60.
Freight lighters: YF–54, 111, 194, 195.
Garbage lighter: YG–7.
District tugs: YT–86, 88.

Twelfth Naval District.

Ambulance boat, YH–1.
Coal barges: YC–72, 131, 132, 152, 154, 187, 243, 245, 269, 275, 283, 284, 285, 291, 293 307, 311, 377, 378, 381, 385, 386, 460, 461, 463, 465.
Fueling barges: YCD–4, 13.
Fuel-oil barges: YO–8, 32.
Water barge: YW–16.

ALLOCATION OF DISTRICT CRAFT.

Floating derricks: YD-27, 33.
Ferry boats and launches: Admiral Glass, Castro, Dart, Leslie.
Dredge: YM-11.
Ammunition lighters: YE-1, 2, 27, 35, 38.
Ash lighters: YA-31, 32, 38.
Freight lighters: YF-185, 198, 199, 200, 201.
Floating pile driver: YPD-4.
District tugs: Unadilla, Lively, Vigilant, Dreadnaught, Navigator, motor tugs, YT-87, 89, 94, 95, 96, 99.
Floating workshop: YR-5.

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, 395, 396, 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.

Fourteenth Naval District.

Coal barges: YC-251, 252, 253, 254, 274, 294, 296, 405, 406, 407, 427, 428, 429, 470, 471, 473, 475, 476, 477, 479, 641, 642
Fueling barge: YCD-14.
Fuel-oil barge: YO-21.
Seaplane barge, 21.
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 YT49, 50; motor tugs YT-90, 93.
Unclassified: Hermes.

Fifteenth Naval District.

Coal barge: YC-472.
Fuel-oil barge: YO-11.
Unclassified: Favorite.

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: San Felipe, Working Launches Nos. 681, 682, 683, 684, 685, 687.

ALLOCATION OF DISTRICT CRAFT.

Ammunition lighters: YE-7, 8.
Ash lighters: YA-52, 59.
Freight lighters: YF-5, 6, 17, 24, 34, 35, 36, 37, 38, 86, 162, 178, 181.
Floating pile driver: YPD-17.
Mud scows: YMD-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.

Annapolis.

Fueling barge: YCD-7.
Fuel-oil barge: YO-17.
Water barge: YW-21.
Floating derrick: YD-51.
Ferryboats and launches: Shady Side.
Ash lighters: YA-22, 47.
Freight lighters: YF-10, 32, 85, 159.
Unclassified: Argo, Robert Center.

Guam.

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

Guantanamo.

Coal barges: YC-24, 55, 111, 112, 113, 162, 163, 198, 200, 201, 202, 203, 204, 205, 206, 207, 233, 482, 483, 491, 492, 495, 496, 499, 536.
Fuel-oil barge: YO-2.
Water barges: YW-13, 14, 18, 20, 25.
Ash lighters: YA-25, 26, 27, 28.
Freight lighters: YF-14, 15, 182, 184.
Floating pile driver: YPD-13.
District tug: Barnett (1149).

Haiti.

Coal barge: YC-199.

Indianhead.

Dredges: YM-8.
Ferryboats and launches: Berceau, Navy Yard.
Freight lighters: YF-64, 65, 66, 73, 157, 158, 174, 175.

San Domingo.

Coal barge: YC-300, 489.

St. Thomas.

Water barge: YW-51.
Ash lighter: YA-61.
Freight lighters: YF-163, 164, 166.

Tutuila, Samoa.

Floating derrick 34.

Washington, D. C.

Coal barges: YC-302, 457, 464, 474, 487, 490.
Fuel-oil barge: YO-37.
Ferryboats and launches: Porpoise.
Ammunition lighter; YE-28.
Car floats: YCF-1, 2, 3, 4, 6, 7, 8, 9.
District tugs: Tecumseh, Mendota, Choptank, Penobscot, Harbor tug, 77.
Unclassified: Grampus.

Naval Research and Experimental Laboratory.

Fueling barges: YCD-9, 10.

ALLOCATION OF DISTRICT CRAFT.

Building.

Cavite:
Coal barges: YC–537, 538, 539, 540.
Freight lighters: YF–179, 180.
Charleston: Fuel-oil barge: YO–40.
Annapolis: Ash lighters: 62, 63, 64.
Guam:
Water barges: YW 49, 50.
Freight lighters: YF–189, 190, 191, 192.

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, 1922.
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 number.	Allocation.	Status July 1, 1924.
Coal barges:		
YC49	1st district	Sold, Feb. 14, 1923.
YC51	do	Sold Oct. 31, 1922.
YC52	do	Sold, Jan. 10, 1923.
YC97	do	Sold, Oct. 2, 1922.
YC99	do	Sold, Sept. 18, 1922.
YC100	do	Sold, Feb. 14, 1923.
YC128	3d district	Sold, Nov. 8, 1922.
YC129	12th district	Sold, Oct. 13, 1922.
YC186	do	Sold, September, 1923.
YC188	do	Sold, Sept. 18, 1923.
YC220	11th district	Sold, Feb. 14, 1923.
YC230	1st district	Do.
YC231	11th district	On sale.
YC235	do	Do.
YC238	12th district	Sold, September, 1923.
YC241	do	Sold, Sept. 19, 1923.
YC242	do	Sold, June 1, 1922.
YC244	11th district	On sale.
YC249	1st district	Sold, May 5, 1924.
YC250	do	Do.
YC338	6th district	Sold, Aug. 6, 1923.
YC357	Washington	Sold, July 18, 1922.
YC410	7th district	Surveyed and expended, Oct. 9, 1923.
YC413	do	Do.
YC431	5th district	Sold, 1922.
YC434	do	On sale.
YC442	6th district	Sunk; stricken, Sept. 11, 1923.
YC456	do	Sold, May 11, 1922.
YC502	5th district	Sold, Dec. 12, 1923.
Seaplane barges:		
YV20	7th district	Scrapped, Sept. 13, 1922.
YV23	12th district	Sold, Mar. 21, 1924.
YV24	11th district	Do.
YV48	3d district	Scrapped, May 12, 1924.
YV49	7th district	Stricken, Feb. 15, 1924.
YV50	3d district	Sold, Mar. 21, 1924.
YV57	5th district	Sold, Apr. 12, 1923.

STRICKEN AND SALE LIST OF DISTRICT CRAFT.

Name and official number.	Allocation.	Status July 1, 1924.
Stevedoring barges:		
YS12	5th dist	Surveyed for sale.
YS40	3d dist	Sold, Jan. 26, 1923.
YS46	do	Sold, Dec. 15, 1922.
YS48	do	Sold, Jan. 24, 1923.
YS70	8th district	Sold, Aug. 9, 1922.
YS71	do	Do.
YS76	do	Do.
YS78	do	Do.
Water barges:		
YW9	4th district	Sold, Nov. 8, 1922.
YW32	St. Thomas	Surveyed; destroyed, Apr. 28, 1924.
YW34	4th district	Sold.
Floating derricks:		
YD3	3d district	On sale.
YD16	18th district	Do.
YD36	5th district	Sold, Feb. 7, 1923.
YD54	3d district	Sold, Oct. 7, 1923.
Dredge:		
YM7	Indianhead	Surveyed; scrapped, Dec. 21, 1921.
Ferryboats:		
YFB11, Callao	16th district	On sale.
YFB1, Asp	8th district	Sold, Mar. 24, 1923.
Ammunition lighters:		
YE18	3d district	Sold, February, 1923.
YE19	do	Sold, Mar. 16, 1923.
YE20	do	Sold, Nov. 13, 1922.
YE28	4th district	Sold, Dec. 20, 1922.
YE30	3d district	Sold, Mar. 24, 1923.
Ash lighters:		
YA16	Annapolis	Surveyed for sale.
YA23	12th district	Condemned; expended, Sept. 16, 1922.
YA40	4th district	Scrapped, Dec. 14, 1923.
YA45	Annapolis	Surveyed for sale.
Freight lighters:		
YF7	3d district	Sold, Feb. 21, 1924.
YF30	12th district	Sold, Feb. 17, 1922.
YF31	Annapolis	Scrapped, 1922.
YF32	do	Scrapped, 1923.
YF60	5th district	Sold, 1922.
YF67	do	On sale.
YF71	4th district	Sold, 1923.
YF78	1st district	Sold, May 12, 1923.
YF91	5th district	Sold, Apr. 5, 1923.
YF113	do	Do.
YF123	do	Sold, Mar. 24, 1923.
YF135	do	Sold, Aug. 3, 1922.
YF137	do	Sold, Jan. 10, 1923.
YF155	4th district	Sold, Mar. 22, 1923.
YF 156	Ind. Hd	On sale.
YF 172	Annapolis	Surveyed for sale.
YF 183	Guantanamo	Sold Sept. 22, 1923.
Garbage lighter: YG 2	3d district	Sunk; stricken, September 10, 1923.
Floating pile driver: YPD 18, 80.	6th district	Scrapped, November 8, 1922.

STRICKEN AND SALE LIST OF DISTRICT CRAFT.

Name and official number.	Allocation.	Status July 1, 1924.
Mud scow:		
YMD 1	16th district	Destroyed, 1923.
YMD 8	12th district	On sale.
YMD 9	do	Do.
Harbor tugs:		
YT 105, Barcelo	16th district	Do.
Albert Brown	4th district	Sunk, raised, and removed by Army engineers, January 6, 1923.
YT 46	6th district	Sold, September 25, 1922.
YT 57	4th district	Sold July 25, 1922.
YT 63	3d district	Do.
YT 68	Washington	Transferred to Shipping Board, February 10, 1923.
YT 74	3d district	Sold July 25, 1922.
YT 78	5th district	Sold December 4, 1922.
YT 79	6th district	Sold October 23, 1922.
YT 82	4th district	Sold September 25, 1922.
YT 83	5th district	Do.
YT 1, Wahneta	do	Sold December 6, 1922.
Floating workshop: YR 7	do	Sold May 12, 1923.
Ellen Browning	12th district	Transferred to small-boat list.
Helenita, YP 2230	5th district	Sold June 22, 1923.
Herreshoff, 306	4th district	Sold December 1, 1922.
Boxer		Transferred to Interior Department, May 14, 1920.
Coast torpedo boat No. 6	4th district	On sale.
Goliah		Transferred to Shipping Board, October, 1921.
Herreshoff, 308	4th district	Sold May 27, 1924.
Traffic	3d district	Sold April 15, 1924.

STRICKEN AND SALE LIST.

This list covers vessels of the Navy which have been disposed of since 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, 1924.
ALABAMA.....Ex-BB8	Battleship, 2d line.....	Transferred to War Dept. Sept. 15, 1921; target; hulk sold Mar. 19, 1924.
ALAMEDA.....Ex-AO10	Oiler.....	Sold Aug. 9, 1922.
ALERT.....Ex-AS4	Submarine tender.....	Sold July 29, 1922.
AMMEN.....Ex-DD35	Destroyer, 2d line.....	Transferred to U. S. Coast Guard Apr. 28, 1924.
ANCHOR HOY No. 2 (ex).....Ex-YD54	Floating derrick.....	Sold Oct. 7, 1923.
ASP (Ex-NAHMA).....Ex-YFB1	Ferry boat.....	Sold Mar. 24, 1923.
BARCELO.....Ex-YT105	Harbor tug.....	On sale.
BEALE.....Ex-DD40	Destroyer, 2d line.....	Transferred to U. S. Coast Guard, Apr. 28, 1924.
BOOKER No. 2 (SP1275).....Ex-YT30	Harbor tug.....	Sold July 26, 1922.
BOXER.....	Old training brig.....	Transferred to Interior Dept. May 14, 1920.
BROWN, ALBERT (SP1050).....	.....do.....	Sunk; stricken Mar. 27, 1920; unsalable; abandoned Jan. 5, 1923.
BROWNING, ELLEN.....Ex-YP3224	Motor boat.....	Transferred to small boat list July 7, 1923.
BRUTUS.....Ex-AC15	Collier.....	Sold July 29, 1922.
BURROWS.....Ex-DD29	Destroyer, 2d line.....	Transferred to U. S. Coast Guard June 7, 1924.
CAESAR.....Ex-AC16	Collier.....	Sold Dec. 22, 1922.
CALLAO.....Ex-YFB11	Ferry boat.....	On sale.
CARDINAL.....Ex-AM8	Mine sweeper.....	Wrecked June 5, 1923; stricken July 23, 1923.
CASSIN.....Ex-DD43	Destroyer, 1st line.....	Transferred to U. S. Coast Guard Apr. 28, 1924.
CELTIC.....Ex-AF2	Store ship.....	Sold Jan. 17, 1923.
CHAUNCEY.....Ex-DD296	Destroyer, 1st line.....	Wrecked; sold Feb. 6, 1924.
COAST BATTLESHIP No. 1 (Ex-INDIANA)Ex-BB1	Battleship, 2d line.....	Stricken Nov. 6, 1919; target; Hulk sold Mar. 19, 1924.
COAST BATTLESHIP No. 4 (Ex-IOWA)..Ex-BB4	.....do.....	Target; sunk Mar. 22, 1923.
COAST TORPEDO BOAT No. 6 (Ex-MORRIS).....	Old torpedo boat.....	Stricken Jan. 24, 1924; on sale.
COMMERCE (SP2703).....Ex-YF123	Freight lighter.....	Resold Mar. 24, 1923.
COMFORT.....Ex-AH3	Hospital ship.....	Stricken May 26, 1924; on sale.
CONNECTICUT.....Ex-BB18	Battleship, 2d line.....	Sold as scrap Nov. 1, 1923.
CONSTELLATION.....Ex-CC2	Battle cruiser (building).	Sold as scrap Nov. 8, 1923.
CONSTITUTION.....Ex-CC5	.....do.....	Sold as scrap Oct. 25, 1923.
CONYNGHAM.....Ex-DD58	Destroyer, 1st line.....	Transferred to U. S. Coast Guard June 7, 1924.
Culgoa.....Ex-AF3	Store ship.....	Resold July 25, 1922.
CUMMINGS.....Ex-DD44	Destroyer, 1st line.....	Transferred to U. S. Coast Guard June 7, 1924.
D-2 (Ex-GRAYLING).....Ex-SS18	Submarine, 2d line.....	Sold Sept. 25, 1922.
D-3 (Ex-SALMON).....Ex-SS19	.....do.....	Sold July 31, 1922.
DELAWARE.....Ex-BB28	Battleship, 1st line.....	Sold as scrap Feb. 5, 1924.
DELONG.....Ex-DD129	Destroyer, 1st line.....	Wrecked; sold Sept. 25, 1922.
DELPHY.....Ex-DD261	Destroyer, 1st line.....	Wrecked; sold Feb. 6, 1924.
DIXIE.....Ex-AD1	Destroyer tender.....	Sold Sept. 25, 1922.
DOWNES.....Ex-DD45	Destroyer, 1st line.....	Transferred to U. S. Coast Guard Apr. 28, 1924.
EAGLE 17.....Ex-PE17	Patrol vessel.....	Wrecked May 19, 1922 stricken Oct. 11, 1923.
EAGLE 31.....Ex-PE31	.....do.....	Sold May 18, 1923.
ERICSSON.....Ex-DD56	Destroyer, 1st line.....	Transferred to U. S. Coast Guard June 7, 1924.
F-2 (Ex-BARRACUDA).....Ex-SS21	Submarine, 2d line.....	Sold Aug. 17, 1922.
F-3 (Ex-PICKEREL).....Ex-SS22	.....do.....	Do.
FANNING.....Ex-DD37	Destroyer, 2d line.....	Transferred to Coast Guard June 7, 1924.
FLAMINGO.....Ex-AM32	Mine sweeper.....	Transferred to Coast and Geodetic Survey, Jan. 23, 1923.
FULLER.....Ex-DD297	Destroyer, 1st line.....	Wrecked; sold Feb. 6, 1924.
G-2 (Ex-TUNA).....(27)	Submarine.....	Wrecked 1919; stricken Sept. 11, 1919; unsalable; abandoned June 9, 1923.
GEORGIA.....Ex-BB15	Battleship, 2d line.....	Sold as scrap Nov. 1, 1923.
GLACIER.....Ex-AF4	Store ship.....	Sold Aug. 17, 1922.
GOLIAH (SP1494).....	Tug (district craft).....	Transferred to Shipping Board Oct. 7, 1921.
GOPHER (Ex-Fern).....	Old Gunboat.....	Sunk Aug. 21, 1923; stricken Aug. 29, 1923.
GRAHAM.....Ex-DD192	Destroyer, 1st line.....	Wrecked; hulk sold Sept. 19, 1922.

STRICKEN AND SALE LIST.

Name and official number.	Type.	Status July 1, 1924.
GULFPORT (SP2989) Ex-AK5	Cargo ship	Sold July 25, 1922.
HARBOR TUG 46 ..... Ex-YT46	Harbor tug	Sold Sept. 25, 1922.
HARBOR TUG 53 ..... Ex-YT53	do	Sold July 25, 1922.
HARBOR TUG 57 ..... Ex-YT57	do	Do.
HARBOR TUG 63 ..... Ex-YT63	do	Do.
HARBOR TUG 68 ..... Ex-YT68	do	Transferred to Shipping Board, Feb. 10, 1923.
HARBOR TUG 74 ..... Ex-YT74	do	Sold July 25, 1922.
HARBOR TUG 78 ..... Ex-YT78	do	Sold Dec. 4, 1922.
HARBOR TUG 79 ..... Ex-YT79	do	Sold Oct. 23, 1922.
HARBOR TUG 80 ..... Ex-YT80	do	Sold July 22, 1922.
HARBOR TUG 82 ..... Ex-YT82	do	Sold Sept. 25, 1922.
HARBOR TUG 83 ..... Ex-YT83	do	Do.
HARBOR TUG 84 ..... Ex-YT84	do	Sold July 25, 1922.
HELENITA Ex-YP2280	Patrol vessel	Sold June 22, 1923.
HERCULES (ex) (SP3190) Ex-YE30	Ammunition lighter	Sold Mar. 24, 1923.
HERRESHOFF No. 306 ..... Ex-YP1841	Patrol vessel	Sold Dec. 1, 1922.
HERRESHOFF No. 308 (SP2232)	do	Sold May 27, 1924.
HOUSTON Ex-AK1	Cargo ship	Sold Sept. 27, 1922.
INDIAN HEAD (ex) Ex-YF156	Freight lighter	On sale.
INDIANA Ex-BB50	Battleship, 1st line (Building).	Sold as scrap Oct. 25, 1923.
IOWA Ex-BB53	do	Sold as scrap Nov. 8, 1923.
JOUETT Ex-DD41	Destroyer, 2d line	Transferred to U. S. Coast Guard Apr. 28, 1924.
KANSAS Ex-BB21	Battleship, 2d line	Sold as scrap Jan. 23, 1924.
KENTUCKY Ex-BB6	do	Sold Mar. 24, 1923.
L-1 ..... Ex-SS40	Submarine, 2d line	Sold July 31, 1922.
L-4 ..... Ex-SS43	do	Do.
L-10 ..... Ex-SS50	do	Do.
LEE, S. P. Ex-DD310	Destroyer, 1st line	Wrecked; sold Feb. 6, 1924.
LOUISIANA Ex-BB19	Battleship, 2d line	Sold as scrap Nov. 1, 1923.
M-1 ..... Ex-SS47	Submarine, 2d line	Sold Sept. 25, 1922.
MARS Ex-AC6	Collier	Sold June 22, 1923.
MASSACHUSETTS Ex-BB54	Battleship, 1st line (building).	Sold as scrap Nov. 8, 1923.
MAY (SP164)	Patrol vessel	Wrecked July 27, 1919; unsalable; abandoned June 23, 1923.
MCCALL Ex-DD28	Destroyer, 2d line	Transferred to U. S. Coast Guard June 7, 1924.
MCDOUGAL Ex-DD54	Destroyer, 1st line	Do.
MICHIGAN Ex-BB27	Battleship, 2d line	Sold as scrap Jan. 23, 1924.
MINNESOTA Ex-BB22	do	Do.
MONADNOCK Ex-BM3	Old monitor	Stricken Feb. 2, 1923; on sale.
MONAGHAN Ex-DD32	Destroyer, 2d line	Transferred to Coast Guard June 7, 1924.
MONTANA Ex-BB51	Battleship, 1st line (building).	Sold as scrap Oct. 25, 1923.
N-4 ..... Ex-SS56	Submarine, 2d line	Sold Sept. 25, 1922.
N-5 ..... Ex-SS57	do	Do.
N-6 ..... Ex-SS58	do	Sold July 31, 1922.
NANSHAN Ex-AG8	Auxiliary—miscellaneous.	Sold July 29, 1922.
NEBRASKA Ex-BB14	Battleship, 2d line	Sold as scrap Nov. 30, 1923.
NERO Ex-AO17	Collier	Resold July 29, 1922.
NEW HAMPSHIRE Ex-BB25	Battleship, 2d line	Sold as scrap Nov. 1, 1923.
NEW JERSEY Ex-BB16	do	Stricken July 12, 1922; used as target by War Department; sunk Sept. 5, 1923.
NICHOLAS Ex-DD311	Destroyer, 1st line	Wrecked; sold Feb. 6, 1924.
NORTH CAROLINA Ex-BB52	Battleship, 1st line (building).	Sold as scrap, Oct. 25, 1923.
O-5 ..... Ex-SS66	Submarine, 1st line	Wrecked Oct. 28, 1923; on sale.
OHIO Ex-BB12	Battleship, 2d line	Sold as scrap Mar. 24, 1923.
OSCEOLA Ex-AT47	Ocean tug	Sold Mar. 24, 1923.
PANTHER Ex-AD6	Destroyer tender	Do.
PATTERSON Ex-DD36	Destroyer, 2d line	Transferred to U. S. Coast Guard Apr. 28, 1924.
PAULDING Ex-DD22	do	Do.
PAWNEE Ex-YT21	Harbor tug	Sold July 25, 1922.
PEE-JEE (ex) (SP3287) Ex-YF113	Freight lighter	Sold Apr. 5, 1923.
POMPEY Ex-AF5	Store ship	Transferred to War Department July 12, 1922.
PORTER Ex-DD59	Destroyer, 1st line	Transferred to U. S. Coast Guard June 7, 1924.
POTOMAC Ex-AT50	Ocean tug	Sold Dec. 1, 1922.
PRAIRIE Ex-AD5	Destroyer tender	Sold June 22, 1923.
QUINCY Ex-AK10	Cargo ship	Sold Sept. 25, 1922.
QUIROS Ex-PG40	Gunboat	Stricken Aug. 4, 1923; target; sunk Oct. 16, 1923.

STRICKEN AND SALE LIST.

Name and official number.	Type.	Status July 1, 1924.
RANGER.....Ex-CC4	Battle cruiser (building).	Sold as scrap Nov. 8, 1923.
RHODE ISLAND.....Ex-BB17	Battleship, 2d line.....	Sold as scrap Nov. 1, 1923.
ROE.....Ex-DD24	Destroyer, 2d line.....	Transferred to U. S. Coast Guard June 7, 1924.
SATURN.....Ex-AG4	Auxiliary, miscellaneous	Sold Sept. 25, 1922.
SEA GULL (ex).....Ex-YM7	Dredge.....	Scrapped Dec. 21, 1921.
SOUTH CAROLINA.....Ex-BB26	Battleship, 2d line.....	Partly sold as scrap Apr. 24, 1924; balance sold July 21, 1924.
SOUTH DAKOTA.....Ex-BB49	Battleship, 1st line (building).	Sold as scrap Oct. 25, 1923.
STRINGHAM (ex).....(19)	Torpedo boat.....	Stricken Nov. 26, 1913; target; hulk sold May 18, 1923.
S. C. 40.....Ex-PC40	Submarine chaser.....	Sold Apr. 15, 1924.
S. C. 69.....Ex-PC69	....do.....	Sold Dec. 9, 1922.
S. C. 96.....Ex-PC96	....do.....	On sale.
S. C. 98.....Ex-PC98	....do.....	Sold Apr. 15, 1924.
S. C. 104.....Ex-PC104	....do.....	Sold Dec. 22, 1922.
S. C. 144.....Ex-PC144	....do.....	Sold Feb. 3, 1923.
S. C. 156.....Ex-PC156	....do.....	On sale.
S. C. 165.....Ex-PC165	....do.....	On sale (sold Sept., 1924).
S. C. 180.....Ex-PC180	....do.....	Do.
S. C. 185.....Ex-PC185	....do.....	On sale.
S. C. 188.....Ex-PC188	....do.....	Unsalable; scrapped; stricken July 2, 1924.
S. C. 191.....Ex-PC191	....do.....	Sold Mar. 12, 1924.
S. C. 204.....Ex-PC204	....do.....	Sold July 27, 1922.
S. C. 227.....Ex-PC227	....do.....	Sold Apr. 15, 1924.
S. C. 232.....Ex-PC232	....do.....	Sold Dec. 12, 1923.
S. C. 237.....Ex-PC237	....do.....	Sold May 18, 1923.
S. C. 251.....Ex-PC251	....do.....	Sold May 19, 1923.
S. C. 253.....Ex-PC253	....do.....	Sold Dec. 9, 1922.
S. C. 260.....Ex-PC260	....do.....	Sold Apr. 15, 1924.
S. C. 263.....Ex-PC263	....do.....	Resold May 18, 1923.
S. C. 270.....Ex-PC270	....do.....	Sold Sept. 25, 1922.
S. C. 273.....Ex-PC273	....do.....	Do.
S. C. 277.....Ex-PC277	....do.....	Do.
S. C. 278.....Ex-PC278	....do.....	Do.
S. C. 284.....Ex-PC284	....do.....	Sold Mar. 24, 1923.
S. C. 287.....Ex-PC287	....do.....	Sold Feb. 25, 1924.
S. C. 298.....Ex-PC298	....do.....	Sold Sept. 25, 1922.
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.....	Resold Jan. 29, 1924.
S. C. 338.....Ex-PC338	....do.....	Sold Sept., 1922.
S. C. 340.....Ex-PC340	....do.....	Burned Oct. 6, 1923; stricken Oct. 15, 1923.
S. C. 424.....Ex-PC424	....do.....	Resold May 19, 1923.
S. C. 443.....Ex-PC443	....do.....	Resold Jan. 29, 1924.
S. C. 444.....Ex-PC444	....do.....	Sold Mar. 24, 1923.
SWANSBORO (ex) (SP2684).....Ex-YO19	Fuel oil barge.....	Sold Aug. 15, 1922.
TACOMA.....Ex-CL20	Light cruiser, 2d line....	Wrecked (resold Sept. 5, 1924).
TALLAHASSEE (Ex-FLORIDA).....Ex-BM9	Monitor.....	Sold July 25, 1922.
TERRY.....Ex-DD25	Destroyer, 2d line.....	Transferred to U. S. Coast Guard June 7, 1924.
TRAFFIC.....	District craft, uncl.....	Sold Apr. 15, 1924.
TRIPPE.....Ex-DD32	Destroyer, 2d line.....	Transferred to U. S. Coast Guard June 7, 1924.
UNCAS (Ex-AT51).....Ex-YT110	Harbor tug.....	Sold July 25, 1922.
UNITED STATES.....Ex-CC8	Battle cruiser (building).	Sold as scrap Oct. 25, 1923.
VERMONT.....Ex-BB20	Battleship, 2d line.....	Sold as scrap Nov. 30, 1923.
VICTOR NO. 3 (ex).....Ex-YD3	Floating derrick.....	On sale.
VIRGINIA.....Ex-BB13	....do.....	Stricken July 12, 1922; used as target by War Department; sunk Sept. 5, 1923.
VIXEN.....Ex-PY4	Converted yacht.....	Sold June 22, 1923.
VULCAN.....Ex-AC5	Collier.....	Resold Dec. 12, 1923.
WAHNETA.....Ex-YT1	Harbor tug.....	Sold Dec. 6, 1922.
WASHINGTON.....Ex-BB47	Battleship, 1st line (building).	Stricken Nov. 10, 1923; to be broken up or sunk prior to Feb. 17, 1925.
WOODBURY.....Ex-DD309	Destroyer, 1st line.....	Wrecked; sold Feb. 6, 1924.
YOUNG.....Ex-DD312	....do.....	Do.

U. S. NAVAL VESSELS BEING DISPOSED OF IN ACCORDANCE WITH THE TREATY LIMITING NAVAL ARMAMENTS, EFFECTIVE FROM AUGUST 17, 1923.

Name	No.	Type	Disposition
DELAWARE	BB28	Battleship, 1st line.	Replaced by U. S. S. Colorado Aug. 30, 1923; rendered incapable of further warlike service Nov. 19, 1923; sold Feb. 5, 1924; being broken up and scrapped.
INDIANA	BB50	.....do.....	Construction stopped Feb. 8, 1922; 34.7 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
IOWA	BB53	.....do.....	Construction stopped Feb. 8, 1922; 31.8 per cent completed; sold Nov. 8, 1923; being broken up and scrapped.
MASSACHUSETTS	BB54	.....do.....	Construction stopped Feb. 8, 1922; 11 per cent completed; sold Nov. 8, 1923; broken up and scrapped.
MONTANA	BB51	.....do.....	Construction stopped Feb. 8, 1922; 27.6 per cent completed; sold Oct. 25, 1923; being broken up and scrapped.
NORTH CAROLINA	BB52	.....do.....	Construction stopped Feb. 8, 1922; 36.7 per cent completed; sold Oct. 25, 1923; being broken up and scrapped.
NORTH DAKOTA [1]	BB29	.....do.....	Replaced by U. S. S. West Virginia Dec. 1, 1923; rendered incapable of further warlike service May 20, 1924; transferred to unclassified as a mobile target.
SOUTH DAKOTA	BB49	.....do.....	Construction stopped Feb. 8, 1922; 39.5 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
WASHINGTON	BB47	.....do.....	Construction stopped Feb. 8, 1922; 75.9 per cent completed; to be broken up or sunk prior to Feb. 17, 1925.
CONNECTICUT	BB18	Battleship, 2d line.	Rendered incapable of further warlike service Oct. 12, 1923; sold Nov. 1, 1923; being broken up and scrapped.
GEORGIA	BB15	.....do.....	Rendered incapable of further warlike service Oct. 4, 1923; sold Nov. 1, 1923; being broken up and scrapped.
ILLINOIS [1]	BB7	.....do.....	Rendered incapable of further warlike service Feb. 14, 1924; transferred to unclassified.
KANSAS	BB21	.....do.....	Rendered incapable of further warlike service Oct. 9, 1923; sold Jan. 23, 1924; being broken up and scrapped.
LOUISIANA	BB19	.....do.....	Rendered incapable of further warlike service Sept. 25, 1923; sold Nov. 1, 1923; being broken up and scrapped.
MAINE	BB10	.....do.....	Sold Jan. 26, 1922; rendered incapable of further warlike service Dec. 17, 1923; being broken up and scrapped.
MICHIGAN	BB27	.....do.....	Rendered incapable of further warlike service Oct. 17, 1923; sold Jan. 23, 1924; being broken up and scrapped.
MINNESOTA	BB22	.....do.....	Rendered incapable of further warlike service Oct. 9, 1923; sold Jan. 23, 1924; being broken up and scrapped.
MISSOURI	BB11	.....do.....	Sold Jan. 26, 1922; rendered incapable of further warlike service Dec. 17, 1923; being broken up and scrapped.
NEBRASKA	BB14	.....do.....	Rendered incapable of further warlike service Nov. 9, 1923; sold Nov. 30, 1923; being broken up and scrapped.
NEW HAMPSHIRE	BB25	.....do.....	Rendered incapable of further warlike service Sept. 18, 1923; sold Nov. 1, 1923; being broken up and scrapped.
NEW JERSEY	BB16	.....do.....	Used as target by War Department; sunk Sept. 5, 1923.
OHIO	BB12	.....do.....	Rendered incapable of further warlike service; sold Mar. 24, 1923.
OREGON [1]	BB3	.....do.....	Retained in unclassified section as a naval relic; rendered incapable of further warlike service Jan. 4, 1924.
RHODE ISLAND	BB17	.....do.....	Rendered incapable of further warlike service Oct. 14, 1923; sold Nov. 1, 1923; being broken up and scrapped.
SOUTH CAROLINA	BB26	.....do.....	Rendered incapable of further warlike service Jan. 12, 1924; partly sold Apr. 24, 1924; balance sold July 21, 1924; being broken up and scrapped.
VERMONT	BB20	.....do.....	Rendered incapable of further warlike service Nov. 9, 1923; sold Nov. 30, 1923; being broken up and scrapped.
VIRGINIA	BB13	.....do.....	Used as target by War Department; sunk Sept. 5, 1923.
CONSTELLATION	CC2	Battle cruiser, 1st line.	Construction stopped Feb. 8, 1922; 22.7 per cent completed; sold Nov. 8, 1923; being broken up and scrapped.
CONSTITUTION	CC5	.....do.....	Construction stopped Feb. 8, 1922; 13.4 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
LEXINGTON	CC1	.....do.....	Under conversion to aircraft carrier No. 2.
RANGER	CC4	.....do.....	Construction stopped Feb. 8, 1922; 4 per cent completed; sold Nov. 8, 1923; broken up and scrapped.
SARATOGA	CC3	.....do.....	Under conversion to aircraft carrier No. 3.
UNITED STATES	CC6	.....do.....	Construction stopped Feb. 8, 1922; 12.1 per cent completed; sold Oct. 25, 1923; broken up and scrapped.

[1] Retained, in accordance with the terms of the treaty, for noncombatant purposes.

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.

Group designs under the several classes are indicated by braces.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Battleships.				
	Texas (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	*Indiana* (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; unclassified, ex-BB1; used as target in 192 ; hulk sold Mar. 1?, 1924.
BB2	*Massachusetts* (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; battleship, 2d line; used as target by War Department.
BB3	OREGON.....	1890	Union Iron Works, San Francisco, Calif.	Coast battleship No. 3.	Rendered incapable of further warlike service; retained as naval relic; unclassified, ex-BB3.
BB4	*Iowa* (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; used as target; sunk Mar. 22, 1923.
BB5	*Kearsarge* (ex)... KEARSARGE, CRANE SHIP NO. 1.	1895–1920	Newport News S. B. Co. (under conversion at navy yard, Philadelphia, Pa.).	Coast battleship No. 5.	Changed to KEARSARGE, crane ship No. 1 Aug. 5, 1920; under conversion at navy yard, Philadelphia; unclassified, ex-BB5.
BB6	KENTUCKY.....	1895	Newport News S. B. Co.	Coast battleship No. 6.	Battleship, 2d line; sold Mar. 24, 1923.

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

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	Battleships—Con.				
BB7	ILLINOIS	1896	Newport News S. B. Co.	Coast battleship No. 7.	Battleship, 2d line; rendered incapable of further warlike service: 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; hulk sold Mar. 19, 1924.
BB9	WISCONSIN	1896	Union Iron Works..	Coast battleship No. 9.	Battleship, 2d line; sold Jan. 26, 1922.
BB10	MAINE	1898	Wm. Cramp & Sons.	Coast battleship No. 10.	Battleship, 2d line; rendered incapable of further warlike service; sold Jan. 26, 1922; being broken up and scrapped.
BB11	MISSOURI	1898	Newport News S. B. Co.	Coast battleship No. 11.	Do.
BB12	OHIO	1898	Union Iron Works..	Coast battleship No. 12.	Battleship, 2d line; rendered incapable of further warlike service; sold as scrap Mar. 24, 1923.
BB13	VIRGINIA	1899	Newport News S. B. Co.	Coast battleship No. 13.	Battleship, 2d line; stricken July 12, 1922; used as target by War Department; sunk Sept. 5, 1923.
BB14	NEBRASKA	1899	Moran Bros., Seattle, Wash.	Coast battleship No. 14.	Battleship, 2d line; rendered incapable of further warlike service; sold Nov. 30, 1923; being broken up and scrapped.
BB15	GEORGIA	1899	Bath Iron Works ...	Coast battleship No. 15.	Battleship, 2d line; rendered incapable of further warlike service; sold Nov. 1, 1923; being broken up and scrapped.
BB16	NEW JERSEY	1900	Fore River S. & E. Co.	Coast battleship No. 16.	Battleship, 2d line; stricken July 12, 1922; used as target by War Department; sunk Sept. 5, 1923.
BB17	RHODE ISLAND	1900	.....do.....	Coast battleship No. 17.	Battleship, 2d line; rendered incapable of further warlike service; sold Nov. 1, 1923; being broken up and scrapped.
BB18	CONNECTICUT	1902	Navy yard, New York.	First-class battleship No. 18.	Battleship, 2d line; rendered incapable of further warlike service; sold Nov. 1, 1923; being broken up and scrapped.
BB19	LOUISIANA	1902	Newport News S. B. Co.	First-class battleship No. 19.	Do.
BB20	VERMONT	1903	Fore River S. & E. Co.	First-class battleship No. 20.	Battleship, 2d line; rendered incapable of further warlike service; sold Nov. 30, 1923; being broken up and scrapped.
BB21	KANSAS	1903	New York S. B. Co..	First-class battleship No. 21.	Battleship, 2d line; rendered incapable of further warlike service; sold Jan. 23, 1924; being broken up and scrapped.
BB22	MINNESOTA	1903	Newport News S. B. Co.	First-class battleship No. 22.	Do.

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

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Battleships—Con.				
.....	MISSISSIPPI.....	1903	Wm. Cramp & Sons.	Coast battleship No. 23.	Battleship, 2d line; 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; rendered incapable of further warlike service; sold Nov. 1, 1923; being broken up and scrapped.
BB26	SOUTH CAROLINA..	1905	Wm. Cramp & Sons.	First-class battleship No. 26.	Battleship, 2d line; rendered incapable of further warlike service; partly sold as scrap Apr. 24, 1924; balance sold July 21, 1924; being broken up.
BB27	MICHIGAN.....	1905	.....do.....	First-class battleship No. 27.	Battleship, 2d line; rendered incapable of further warlike service; sold Jan. 23, 1924; being broken up and scrapped.
BB28	DELAWARE.....	1906	Newport News S. B. Co.	First-class battleship No. 28.	Battleship, 1st line; rendered incapable of further warlike service; sold Feb. 5, 1924; being broken up and scrapped.
BB29	NORTH DAKOTA...	1907	Fore River S. B. Co.	First-class battleship No. 29.	Battleship, 1st line; rendered incapable of further war like service; unclassified, ex-BB29; Mobile target.
BB30	FLORIDA.....	1908	Navy yard, New York.	First-class battleship No. 30.	Battleship, 1st line.
BB31	UTAH.....	1908	New York S. B. Co.	First-class battleship No. 31.	Do.
BB32	WYOMING.....	1909	Wm. Cramp & Sons.	First-class battleship No. 32.	Do.
BB33	ARKANSAS.....	1909	New York S. B. Co..	First-class battleship No. 33.	Do.
BB34	NEW YORK.....	1910	Navy yard, New York.	First-class battleship No. 34.	Do.
BB35	TEXAS.....	1910	Newport News S. B. Co.	First-class battleship No. 35.	Do.
BB36	NEVADA.....	1911	Fore River S. B. Co..	First-class battleship No. 36.	Do.
BB37	OKLAHOMA.....	1911	New York S. B. Co..	First-class battleship No. 37.	Do.
BB38	PENNSYLVANIA....	1912	Newport News S. B. Co.	First-class battleship No. 38.	Do.
BB39	ARIZONA.....	1913	Navy yard, New York.	First-class battleship No. 39.	Do.
BB40	*California* (ex)..... NEW MEXICO.	1914	Navy yard, New York.	First-class battleship No. 40.	Name changed Mar. 22, 1916. Battleship, 1st line.
BB41	MISSISSIPPI.....	1914	Newport News S. B. Co.	First-class battleship No. 41.	Battleship, 1st line.
BB42	IDAHO.....	1914	New York S. B. Co..	First-class battleship No. 42.	Do.
BB43	TENNESSEE.....	1915	Navy yard, New York.	First-class battleship No. 43.	Do.
BB44	CALIFORNIA.....	1915	Navy yard, Mare Island.	First-class battleship No. 44.	Do.
BB45	COLORADO.....	1916	New York S. B. Co..	First-class battleship No. 45.	Do.
BB46	MARYLAND.....	1916	Newport News S. B. Co.	First-class battleship No. 46.	Do.
BB47	WASHINGTON.....	1916	New York S. B. Co..	First-class battleship No. 47.	Battleship, 1st line; construction stopped Feb. 8, 1922; 75.9 per cent completed; to be broken up or sunk prior to Feb. 17, 1925.
BB48	WEST VIRGINIA...	1916	Newport News S. B. Co.	First-class battleship No. 48.	Battleship, 1st line.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Battleships—Con.				
BB49	SOUTH DAKOTA	1916–17	Navy yard, New York.	First-class battleship No. 49.	Battleship, 1st line; construction stopped Feb. 8, 1922; 38.5 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
BB50	INDIANA	1916–17	.....do.....	First-class battleship No. 50.	Battleship, 1st line; construction stopped Feb. 8, 1922; 34.7 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
BB51	MONTANA	1916–17	Navy yard, Mare Island.	First-class battleship No. 51.	Battleship, 1st line; construction stopped Feb. 8, 1922; 27.6 per cent completed; sold Oct. 25, 1923; being broken up and scrapped.
BB52	NORTH CAROLINA	1916–18	Navy yard, Norfolk, Va.	First-class battleship No. 52.	Battleship, 1st line; construction stopped Feb. 8, 1922; 36.7 per cent completed; sold Oct. 25, 1923; being broken up and scrapped.
BB53	IOWA	1916–18	Newport News S. B. Co.	First-class battleship No. 53.	Battleship, 1st line; construction stopped Feb. 8, 1922; 31.8 per cent completed; sold Nov. 8, 1923; being broken up and scrapped.
BB54	MASSACHUSETTS	1916–18	Bethlehem S. B. Co., Quincy, Mass.	First-class battleship No. 54.	Battleship, 1st line; construction stopped Feb. 8, 1922; 11 per cent completed; sold Nov. 8, 1923; broken up and scrapped.
	Monitors.				
.....	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 *Tonawanda;* stricken July 24, 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); on sale.
.....	TERROR	1883–87	Wm. Cramp & Sons and navy yard, York.	Monitor No. 4	Originally *Agamenticus;* 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	Monitor, 2d line; sold Feb. 25, 1922.
BM7	*Arkansas* (ex) OZARK.	1898	Newport News S. B. Co.	Monitor No. 7	Name changed to OZARK Mar. 2, 1909; monitor 2d line; sold Jan. 26, 1922.
BM8	*Nevada* (ex) TONOPAH.	1898	Bath Iron Works	Monitor No. 8	Named changed to TONOPAH Mar. 2, 1909; sold Jan. 26, 1922.
BM9	*Florida* (ex) TALLAHASSEE.	1898	Lewis Nixon, Elizabethport, N. J.	Monitor No. 9	Named changed to TALLAHASSEE June 20, 1908; unclassified (ex-BM9); sold July 25, 1922.
BM10	*Wyoming* (ex) CHEYENNE.	1898	Union Iron Works	Monitor No. 10	Name changed to CHEYENNE Jan. 1, 1909; unclassified (ex-BM10).

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

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Battle cruisers.				
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; construction stopped Feb. 8, 1922; 22.7 per cent completed; sold Nov. 8, 1923; being broken up and scrapped.
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; construction stopped Feb. 8, 1922; 4 per cent completed; sold Nov. 8, 1923; broken up and scrapped.
CC5	*Ranger* (ex) CONSTITUTION.	1916–17	Navy yard, Philadelphia.	Battle cruiser No. 5.	Name changed to CONSTITUTION Dec. 10, 1917; battle cruiser; construction stopped Feb. 8, 1922; 13.4 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
CC6	UNITED STATES	1916–18	.....do.....	Battle cruiser No 6.	Battle cruiser; construction stopped Feb. 8, 1922; 12.1 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
	Cruisers.				
.....	CHICAGO	1883	John Roach & Sons.	Cruiser	Cruiser, 2d line, CA14.
.....	ATLANTA	1883	.....do.....	.....do.....	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	Wrecked Nov. 2, 1899.
.....	BALTIMORE	1886	Wm. Cramp & Sons.	Cruiser No. 3	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	Mine Layer, 2d line, CM2.
.....	OLYMPIA	1888	.....do.....	Cruiser No. 6	Cruiser, 2d line, CA15; then to light cruiser, 2d line, CL15.
.....	CINCINNATI	1888	Navy yard, New York.	Cruiser No. 7	Sold Aug. 5, 1921.
.....	RALEIGH	1888	Navy yard, Norfolk.	Cruiser No. 8	Do.
.....	*Montgomery* (ex) ANNISTON.	1888	Columbian Iron Works, Baltimore, Md.	Cruiser No. 9	Name changed to ANNISTON Mar. 14, 1918; sold Nov. 11, 1919.
.....	DETROIT	1888	.....do.....	Cruiser No. 10	Stricken July 12, 1910; sold 1911.
.....	MARBLEHEAD	1888	City Point Iron Works, Boston, Mass.	Cruiser No. 11	Gunboat, PG27.

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

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Cruisers—Contd.				
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.
.....	COLUMBIA.....	1890	.....do.....	Cruiser No. 12.....	Cruiser, 2d line, CA16.
.....	MINNEAPOLIS.....	1891	.....do.....	Cruiser No. 13.....	Cruiser, 2d line, CA17.
CA3	BROOKLYN.....	1892	.....do.....	Armored cruiser No. 3.	Cruiser, 2d line; sold Dec. 20, 1921.
.....	DENVER.....	1899	Neafie & Levy, Philadelphia, Pa.	Cruiser No. 14.....	Gunboat, PG28; then to light cruiser, 2d line, CL16.
.....	DES MOINES.....	1899	Fore River S. & E. Co.	Cruiser No. 15.....	Gunboat, PG29; then to light cruiser, CL17.
.....	CHATTANOOGA	1899	Crescent Shipyard, Elizabethport, N. J.	Cruiser No. 16.....	Gunboat, PG30; then to light cruiser, 2d line, CL18.
.....	GALVESTON.....	1899	Wm. R. Trigg, Richmond, Va.	Cruiser No. 17.....	Gunboat, PG31; then to light cruiser, CL19.
.....	TACOMA.....	1899	Union Iron Works..	Cruiser No. 18.....	Gunboat, PG32; then to light cruiser, 2d line, CL20.
.....	CLEVELAND.....	1899	Bath Iron Works....	Cruiser No. 19.....	Gunboat, PG33; then to light cruiser, 2d line, 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 Nov. 11, 1916; cruiser, 2d line, CA5.
.....	*California* (ex)..... 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	*Colorado* (ex)..... PUEBLO.	1900	Wm. Cramp & Sons.	Armored cruiser No. 7.	Name changed to PUEBLO Nov. 9, 1916; cruiser, 2d line.
CA8	*Maryland* (ex)..... FREDERICK.	1900	Newport News S. B. Co.	Armored cruiser No. 8.	Name changed to FREDERICK Nov. 9, 1916; cruiser, 2d line.
CA9	*South Dakota* (ex).. HURON.	1900	Union Iron Works..	Armored cruiser No. 9.	Name changed to HURON June 7, 1920; cruiser, 2d line.
.....	*Tennessee* (ex)..... 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	*Washington* (ex).... SEATTLE.	1902	New York S. B. Co..	Armored cruiser No. 11.	Name changed to SEATTLE Nov. 9, 1916; cruiser, 2d line.
CA12	*North Carolina* (ex) CHARLOTTE.	1904	Newport News S. B. Co.	Armored cruiser No. 12.	Name changed to CHARLOTTE June 7, 1920; cruiser, 2d line.
CA13	*Montana* (ex)..... MISSOULA.	1904	.....do.....	Armored cruiser No. 13.	Name changed to MISSOULA June 7, 1920; cruiser, 2d line.
CA14	CHICAGO.....	1883	John Roach & Sons.	Cruiser.....	Cruiser, 2d line; changed to light cruiser, 2d line, CL14; then to unclassified (ex-CL 14).
CA15	OLYMPIA.....	1888	Union Iron Works..	Cruiser No. 6.....	Cruiser, 2d line; changed to light cruiser, 2d line, CL15.
CA16	*Columbia* (ex)..... OLD COLUMBIA.	1890	Wm. Cramp & Sons.	Cruiser No. 12.....	Cruiser, 2d line; name changed Nov. 17, 1921; sold Jan. 26, 1922.
CA17	MINNEAPOLIS.....	1891	.....do.....	Cruiser No. 13.....	Cruiser, 2d line; sold Aug. 5, 1921.
CA18	ST. LOUIS.....	1900	Neafie & Levy.....	Cruiser No. 20.....	Cruiser, 2d line.
.....	MILWAUKEE	1900	Union Iron Works..	Cruiser No. 21	Stranded Jan. 13, 1917; stricken June 23, 1919; sold August, 1919.
CA19	CHARLESTON.....	1900	Newport News S. B. Co.	Cruiser No. 22.....	Cruiser, 2d line.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Light cruisers.				
CL1	CHESTER	1904	Bath Iron Works	Scout cruiser No. 1	Light cruiser, 2d line.
CL2	BIRMINGHAM	1904	Fore River S. B. Co.	Scout cruiser No. 2	Do.
CL3	SALEM	1904	do	Scout cruiser No. 3	Do.
CL4	OMAHA	1916	Todd D. D. & C. Co.	Scout cruiser No. 4	Light cruiser, 1st line.
CL5	MILWAUKEE	1916	do	Scout cruiser No. 5	Do.
CL6	CINCINNATI	1916	do	Scout cruiser No. 6	Do.
CL7	RALEIGH	1916	Bethlehem S. B. Corp., Quincy.	Scout cruiser No. 7	Do.
CL8	DETROIT	1916–17	do	Scout cruiser No. 8	Do.
CL9	RICHMOND	1916–17	Wm. Cramp & Sons.	Scout cruiser No. 9	Do.
CL10	CONCORD	1916–17	do	Scout cruiser No. 10	Do.
CL11	TRENTON	1916–18	do	Scout cruiser No. 11	Do.
CL12	MARBLEHEAD	1916–18	do	Scout cruiser No. 12	Light cruiser, 1st line.
CL13	MEMPHIS	1916–18	do	Scout cruiser No. 13	Light cruiser, 1st line (building).
CL14	CHICAGO	1883	John Roach & Sons.	Cruiser	Cruiser, 2d line, CA14; changed to light cruiser, 2d line, CL14; then to unclassified (ex-CL14).
CL15	OLYMPIA	1885	Union Iron Works	Cruiser No. 6	Cruiser, 2d line, CA15; changed to light cruiser, 2d line.
CL16	DENVER	1899	Neafie & Levy, Philadelphia, Pa.	Cruiser No. 14	Gunboat, PG 28; changed to light cruiser, 2d line.
CL17	DES MOINES	1899	Fore River S. & E. Co.	Cruiser No. 15	Gunboat, PG 29; changed to light cruiser, 2d line.
CL18	CHATTANOOGA	1899	Crescent Shipyard, Elizabethport, N.J.	Cruiser No. 16	Gunboat, PG 30; changed to light cruiser, 2d line.
CL19	GALVESTON	1899	Wm. R. Trigg Co., Richmond, Va.	Cruiser No. 17	Gunboat, PG 31; changed to light cruiser, 2d line.
CL20	TACOMA	1899	Union Iron Works	Cruiser No. 18	Gunboat, PG 32; changed to light cruiser, 2d line; wrecked Jan. 16, 1924; resold Sept. 5, 1924.
CL21	CLEVELAND	1899	Bath Iron Works	Cruiser No. 19	Gunboat, PG 33; changed to light cruiser, 2d line.
CL22	NEW ORLEANS	1896	Armstrong Mitchell & Co., Newcastle, England.	Cruiser	Purchased from Brazilian Government Mar. 16, 1898; originally named *Amazonas;* gunboat PG34; changed to light cruiser, 2d line.
CL23	ALBANY	1899	do	do	Purchased from Brazilian Government Mar. 16, 1898; originally named *Almirante Abru;* gunboat PG36; changed to light cruiser, 2d line.
	Aircraft carriers.				
CV1	*Jupiter* (ex) LANGLEY.	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 *Jupiter* Apr. 21, 1920; aircraft carrier, 2d line.
CV2	LEXINGTON	1916 1922	Fore River S. B. Corp.	Battle cruiser No. 1.	Conversion to aircraft carrier authorized July 1, 1922; aircraft carrier, 1st line (building).
CV3	SARATOGA	1916 1922	New York S. B. Corp.	Battle cruiser No. 3.	Conversion to aircraft carrier authorized July 1, 1922; aircraft carrier, 1st line (building).

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Mine layers.				
CM1	BALTIMORE	1886	Wm. Cramp & Sons.	Cruiser No. 3	Mine layer, 2d line.
CM2	SAN FRANCISCO	1887	Union Iron Works	Cruiser No. 5	Do.
CM3	AROOSTOOK	1917	Wm. Cramp & Sons.	Mine planter (Id. No. 1256.)	Purchased 1917; formerly named *Bunker Hill;* mine layer, 2d line.
CM4	SHAWMUT	1917	do	Mine planter (Id. No. 1255.)	Purchased 1917: formerly named *Massachusetts;* mine layer, 2d line.
	Wood torpedo boat.				
.....	STILETTO	1887	Herreshoff Manufacturing Co., Bristol, R. I.	Torpedo boat	Purchased as authorized by act of Mar. 3, 1887; sold July 18, 1911.
	Torpedo boats.				
.....	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; 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; sold July 19, 1920.
.....	WINSLOW	1894	do	Torpedo boat No. 5.	Sold Jan., 1911.
.....	PORTER	1895	Herreshoff Manufacturing Co., Bristol, R. I.	Torpedo boat No. 6.	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; 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; 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; sold Sept. 9, 1919.
.....	DAVIS	1896	Wolf & Zwicker, Portland, Oreg.	Torpedo boat No. 12.	Sold Apr. 21, 1920.
.....	FOX	1896	do	Torpedo boat No. 13.	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; District Craft, unclassified; stricken Jan. 24, 1924; on sale.
.....	*Talbot* (ex) BERCEAU.	1896	do	Torpedo boat No. 15.	Name changed to BERCEAU Apr. 11, 1918: District Craft YFB3.
.....	*Gwin* (ex) CYANE.	1896	do	Torpedo boat No. 16.	Name changed to CYANE Apr. 11, 1918; District Craft YFB4.

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	Torpedo boats—Con.				
.....	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; hulk sold Mar. 18, 1923.
.....	*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; 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; sold Mar. 10, 1920.
.....	*Somers* (ex)..... C. T. B. No. 9.	1898	Schichau Works, Elbing, Germany.	Torpedo boat No. 22.	Purchased during war with Spain, 1898; changed to Coast Torpedo Boat No. 9, Aug. 1, 1918; sold July 19, 1920.
.....	*Manley* (ex)..... LEVANT.	1898	Yarrow & Co.....	Torpedo boat No. 23.	Purchased during war with Spain, 1898; name changed to LEVANT Apr. 11, 1918; sold Apr. 21, 1920.
.....	*Bagley* (ex)..... C. T. B. No. 10.	1898	Bath Iron Works...	Torpedo boat No. 24.	Changed to Coast Torpedo Boat No. 10, Aug. 1, 1918; sold Apr. 9, 1919.
.....	*Barney* (ex)..... C. T. B. No. 11.	1898	.....do.....	Torpedo boat No. 25.	Changed to Coast Torpedo Boat No. 11, Aug. 1, 1918; sold July 19, 1920.
.....	*Biddle* (ex)..... C .T. B. No. 12.	1898	.....do.....	Torpedo boat No. 26.	Changed to Coast Torpedo Boat No. 12. Aug. 1, 1918; sold July 19, 1920.
.....	*Blakely* (ex)..... C. T. B. No. 13.	1898	Lawley & Sons, South Boston, Mass.	Torpedo boat No. 27.	Changed to Coast Torpedo Boat No. 13, Aug. 1, 1918; sold Mar. 10, 1920.
.....	*DeLong* (ex)..... C. T. B. No. 14.	1898	.....do.....	Torpedo boat No. 28.	Changed to Coast Torpedo Boat No. 14, Aug. 1, 1918; sold July 19, 1920.
.....	NICHOLSON.....	1898	Lewis Nixon, Elizabethport, N. J.	Torpedo boat No. 29.	Stricken Mar. 3, 1909; used as target.
.....	O'BRIEN.....	1898	.....do.....	Torpedo boat No. 30.	Do.
.....	*Shubrick* (cx)..... C. T. B. No. 15.	1898	Wm. R. Trigg Co., Richmod, Va.	Torpedo boat No. 31.	Changed to Coast Torpedo Boat No. 15, Aug. 1, 1918; sold Mar. 10, 1920.
.....	STOCKTON.....	1898	.....do.....	Torpedo boat No. 32.	Stricken Nov. 15, 1913; used as target.
.....	*Thornton* (ex)..... C. T. B. No. 16.	1898	.....do.....	Torpedo boat No. 33.	Changed to Coast Torpedo Boat No. 16, Aug. 1, 1918; sold Aug. 28, 1920.
.....	*Tingey* (ex)..... C. T. B. No. 17.	1898	Columbian Iron Works.	Torpedo boat No. 34.	Changed to Coast Torpedo Boat No. 17, Aug. 1, 1918; sold Mar. 10, 1920.
.....	WILKES.....	1898	Gas Engine & Power Co.	Torpedo boat No 35.	Stricken Nov. 15, 1913; used as target.

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

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Destroyers.				
.....	BAINBRIDGE.....	1898	Neafie & Levy.....	Destroyer No. 1...	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...	Sold Jan. 3, 1920.
.....	DECATUR.....	1898	.....do.....	Destroyer No. 5...	Do.
.....	HOPKINS.....	1898	Harlan & Hollingsworth.	Destroyer No. 6...	Sold Sept. 7, 1920.
.....	HULL.....	1898	.....do.....	Destroyer No. 7...	Sold Jan. 3, 1920.
.....	LAWRENCE.....	1898	Fore River Engine Co.	Destroyer No. 8...	Do.
.....	MACDONOUGH.....	1898	Fore River Engine Co.	Destroyer No. 9...	Sold Mar. 10, 1920.
.....	PAUL JONES.....	1898	Union Iron Works..	Destroyer No. 10..	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..	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; transferred to U. S. Coast Guard Apr. 28, 1924.
DD23	DRAYTON.....	1908	.....do.....	Destroyer No. 23..	Destroyer, 2d line.
DD24	ROE.....	1908	Newport News S. B. Co.	Destroyer No. 24..	Destroyer, 2d line; transferred to U. S. Coast Guard June 7, 1924.
DD25	TERRY.....	1908	.....do.....	Destroyer No. 25..	Do.
DD26	PERKINS.....	1908	Fore River S. B. Co.	Destroyer No. 26..	Destroyer, 2d line.
DD27	STERETT.....	1908	.....do.....	Destroyer No. 27..	Do.
DD28	MCCALL.....	1908	New York S. B. Co..	Destroyer No. 28..	Destroyer, 2d line; transferred to U. S. Coast Guard June 7, 1924.
DD29	BURROWS.....	1908	.....do.....	Destroyer No. 29..	Destroyer, 2d line; transferred to U. S. Coast Guard Apr. 28, 1924.
DD30	WARRINGTON.....	1908	Wm. Cramp & Sons.	Destroyer No. 30..	Destroyer, 2d line.
DD31	MAYRANT.....	1908	.....do.....	Destroyer No. 31..	Do.
DD32	MONAGHAN.....	1909	Newport News S. B. Co.	Destroyer No. 32..	Destroyer, 2d line; transferred to U. S. Coast Guard June 7, 1924.
DD33	TRIPPE.....	1909	Bath Iron Works....	Destroyer No. 33..	Do.
DD34	WALKE.....	1909	Fore River S. B. Co.	Destroyer No. 34..	Destroyer, 2d line.
DD35	AMMEN.....	1909	New York S. B. Co..	Destroyer No. 35..	Destroyer, 2d line; transferred to U. S. Coast Guard Apr. 28, 1924.
DD36	PATTERSON.....	1909	Wm. Cramp & Sons.	Destroyer No. 36..	Do.
DD37	FANNING.....	1910	Newport News S.B. Co.	Destroyer No. 37..	Destroyer, 2d line; transferred to U. S. Coast Guard June 7, 1924.
DD38	JARVIS.....	1910	New York S. B. Co.	Destroyer No. 38..	Destroyer, 2d line.
DD39	HENLEY.....	1910	Fore River S. B. Co.	Destroyer No. 39..	Destroyer, 2d line; to be transferred to Coast Guard.
DD40	BEALE.....	1910	Wm. Cramp & Sons..	Destroyer No. 40..	Destroyer, 2d line; transferred to U. S. Coast Guard Apr. 28, 1924.
DD41	JOUETT.....	1910	Bath Iron Works...	Destroyer No. 41..	Do.
DD42	JENKINS.....	1910	.....do.....	Destroyer No. 42..	Destroyer, 2d line.

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	Destroyers—Contd.				
DD 43	CASSIN	1911	Bath Iron Works	Destroyer No. 43	Destroyer, 1st line; transferred to U. S. Coast Guard June 7, 1924.
DD 44	CUMMINGS	1911	do	Destroyer No. 44	Do.
DD 45	DOWNES	1911	New York S. B. Co.	Destroyer No. 45	Destroyer, 1st line; transferred to U. S. Coast Guard Apr. 28, 1924.
DD 46	DUNCAN	1911	Fore River S. B. Co.	Destroyer No. 46	Destroyer, 1st line.
DD 47	AYLWIN	1911	Wm. Cramp & Sons.	Destroyer No. 47	Do.
DD 48	PARKER	1911	do	Destroyer No. 48	Do.
DD 49	BENHAM	1911	do	Destroyer No. 49	Do.
DD 50	BALCH	1911	do	Destroyer No. 50	Do.
DD 51	O'BRIEN	1912	Wm. Cramp & Sons.	Destroyer No. 51	Do.
DD 52	NICHOLSON	1912	do	Destroyer No. 52	Do.
DD 53	WINSLOW	1912	do	Destroyer No. 53	Do.
DD 54	MCDOUGAL	1912	Bath Iron Works	Destroyer No. 54	Destroyer, 1st line; transferred to U. S. Coast Guard June 7, 1924.
DD 55	CUSHING	1912	Fore River S. B. Co.	Destroyer No. 55	Destroyer, 1st line.
DD 56	ERICSSON	1912	New York S. B. Co.	Destroyer No. 56	Destroyer, 1st line; transferred to U. S. Coast Guard June 7, 1924.
DD 57	TUCKER	1913	Fore River S. B. Co.	Destroyer No. 57	Destroyer, 1st line.
DD 58	CONYNGHAM	1913	Wm. Cramp & Sons.	Destroyer No. 58	Destroyer, 1st line; transferred to U. S. Coast Guard June 7, 1924.
DD 59	PORTER	1913	do	Destroyer No. 59	Do.
DD 60	WADSWORTH	1913	Bath Iron Works	Destroyer No. 60	Destroyer. 1st line.
.....	JACOB JONES	1913	New York S. B. Co.	Destroyer No. 61	Sunk Dec. 6, 1917; stricken Dec. 17, 1917.
DD 62	WAINWRIGHT	1913	do	Destroyer No. 62	Destroyer, 1st line.
DD 63	SAMPSON	1914	Fore River S. B. Co.	Destroyer No. 63	Do.
DD 64	ROWAN	1914	do	Destroyer No. 64	Do.
DD 65	DAVIS	1914	Bath Iron Works	Destroyer No. 65	Do.
DD 66	ALLEN	1914	do	Destroyer No. 66	Do.
DD 67	WILKES	1914	Wm. Cramp & Sons.	Destroyer No. 67	Do.
DD 68	SHAW	1914	Navy Yard, Mare Island.	Destroyer No. 68	Do.
DD 69	CALDWELL	1915	do	Destroyer No. 69	Do.
DD 70	CRAVEN	1915	Navy yard, Norfolk.	Destroyer No. 70	Do.
DD 71	GWIN	1915	Seattle C. & D. D. Co	Destroyer No. 71	Do.
DD 72	CONNER	1915	Wm. Cramp & Sons.	Destroyer No. 72	Do.
DD 73	STOCKTON	1915	do	Destroyer No. 73	Do.
DD 74	MANLEY	1915	Bath Iron Works	Destroyer No. 74	Do.
	NO. 75 TO 185 CLASS.				
DD 75	WICKES	1916	Bath Iron Works	Destroyer No. 75	Destroyer 1st line.
DD 76	PHILIP	1916	do	Destroyer No. 76	Do.
DD 77	WOOLSEY	1916	do	Destroyer No. 77	Destroyer, 1st line; sunk Feb. 26, 1921.
DD 78	EVANS	1916	do	Destroyer No. 78	Destroyer, 1st line.
DD 79	LITTLE	1916	Fore River S. B. Co.	Destroyer No. 79	Do.
DD 80	KIMBERLY	1916	do	Destroyer No. 80	Do.
DD 81	SIGOURNEY	1916	do	Destroyer No. 81	Do.
DD 82	GREGORY	1916	do	Destroyer No. 82	Do.
DD 83	STRINGHAM	1916	do	Destroyer No. 83	Do.
DD 84	DYER	1916	do	Destroyer No. 84	Do.
DD 85	COLHOUN	1916	do	Destroyer No. 85	Do.
DD 86	STEVENS	1916	Fore River S. B. Co.	Destroyer No. 86	Do.
DD 87	MCKEE	1916	Union Iron Works	Destroyer No. 87	Do.
DD 88	ROBINSON	1916	do	Destroyer No. 88	Do.
DD 89	RINGGOLD	1916	do	Destroyer No. 89	Do.
DD 90	MCKEAN	1916	do	Destroyer No. 90	Do.
DD 91	HARDING	1916	do	Destroyer No. 91	Do.
DD 92	GRIDLEY	1916	do	Destroyer No. 92	Do.

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	Destroyers—Contd. NO. 75 TO 185 CLASS—Contd.				
DD93	FAIRFAX	1916	Navy yard, Mare Island.	Destroyer No. 93	Destroyer, 1st line.
DD94	TAYLOR	1916	do	Destroyer No. 94	Do.
DD95	BELL	1916-17	Fore River S. B. Co.	Destroyer No. 95	Do.
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.
DD104	CHAMPLIN	1916-17	do	Destroyer No. 104	Do.
DD105	MUGFORD	1916-17	do	Destroyer No. 105	Do.
DD106	CHEW	1916-17	do	Destroyer No. 106	Do.
DD107	HAZELWOOD	1916-17	do	Destroyer No. 107	Do.
DD108	WILLIAMS	1916-17	do	Destroyer No. 108	Do.
DD109	CRANE	1916-17	do	Destroyer No. 109	Do.
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.
DD114	TALBOT	1917	do	Destroyer No. 114	Do.
DD115	WATERS	1917	do	Destroyer No. 115	Do.
DD116	DENT	1917	do	Destroyer No. 116	Do.
DD117	DORSEY	1917	do	Destroyer No. 117	Do.
DD118	LEA	1917	do	Destroyer No. 118	Do.
DD119	LAMBERTON	1917	Newport News S. B. Co.	Destroyer No. 119	Do.
DD120	RADFORD	1917	do	Destroyer No. 120	Do.
DD121	MONTGOMERY	1917	do	Destroyer No. 121	Do.
DD122	BREESE	1917	do	Destroyer No. 122	Do.
DD123	GAMBLE	1917	do	Destroyer No. 123	Do.
DD124	RAMSAY	1917	do	Destroyer No. 124	Do.
DD125	TATTNALL	1917	New York S. B. Co.	Destroyer No. 125	Do.
DD126	BADGER	1917	do	Destroyer No. 126	Do.
DD127	TWIGGS	1917	do	Destroyer No. 127	Do.
DD128	BABBITT	1917	do	Destroyer No. 128	Do.
DD129	DE LONG	1917	do	Destroyer No. 129	Destroyer, 1st line; wrecked Dec. 1, 1921; sold Sept. 25, 1922.
DD130	JACOB JONES	1917	do	Destroyer No. 130	Destroyer, 1st line.
DD131	BUCHANAN	1917	Bath Iron Works	Destroyer No. 131	Do.
DD132	AARON WARD	1917	do	Destroyer No. 132	Do.
DD133	HALE	1917	do	Destroyer No. 133	Do.
DD134	CROWNINSHIELD	1917	do	Destroyer No. 134	Do.
DD135	TILLMAN	1917	Navy yard, Charleston.	Destroyer No. 135	Do.
DD136	BOGGS	1917	Navy yard, Mare Island.	Destroyer No. 136	Do.
DD137	KILTY	1917	do	Destroyer No. 137	Do.
DD138	KENNISON	1917	do	Destroyer No. 138	Do.
DD139	*Cowell* (ex) WARD.	1917	do	Destroyer No. 139	Name changed to WARD May 20, 1918; destroyer, 1st line.
DD140	CLAXTON	1917	do	Destroyer No. 140	Destroyer, 1st line.
DD141	HAMILTON	1917	do	Destroyer No. 141	Do.
DD142	TARBELL	1917	Wm. Cramp & Sons.	Destroyer No. 142	Do.
DD143	YARNALL	1917	do	Destroyer No. 143	Do.
DD144	UPSHUR	1917	do	Destroyer No. 144	Do.
DD145	GREER	1917	do	Destroyer No. 145	Do.
DD146	ELLIOT	1917	do	Destroyer No. 146	Do.
DD147	ROPER	1917	do	Destroyer No. 147	Do.
DD148	BRECKINRIDGE	1917	do	Destroyer No. 148	Do.
DD149	BARNEY	1917	do	Destroyer No. 149	Do.
DD150	BLAKELEY	1917	do	Destroyer No. 150	Do.
DD151	BIDDLE	1917	do	Destroyer No. 151	Do.
DD152	DU PONT	1917	do	Destroyer No. 152	Do.
DD153	BERNADOU	1917	do	Destroyer No. 153	Do.
DD154	ELLIS	1917	do	Destroyer No. 154	Do.

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	Destroyers—Contd.				
	NO. 75 TO 185 CLASS—Contd.				
DD155	COLE	1917	Wm. Cramp & Sons.	Destroyer No. 155.	Destroyer, 1st line.
DD156	J. FRED TALBOTT	1917	do	Destroyer No. 156.	Do.
DD157	DICKERSON	1917	New York S. B. Co.	Destroyer No. 157.	Do.
DD158	LEARY	1917	do	Destroyer No. 158.	Do.
DD159	SCHENCK	1917	do	Destroyer No. 159.	Do.
DD160	HERBERT	1917	do	Destroyer No. 160.	Do.
DD161	PALMER	1917	Fore River S. B. Co.	Destroyer No. 161.	Do.
DD162	THATCHER	1917	do	Destroyer No. 162.	Do.
DD163	WALKER	1917	do	Destroyer No. 163.	Do.
DD164	CROSBY	1917	do	Destroyer No. 164.	Do.
DD165	MEREDITH	1917	do	Destroyer No. 165.	Do.
DD166	BUSH	1917	do	Destroyer No. 166.	Do.
DD167	COWELL	1917	do	Destroyer No. 167.	Do.
DD168	MADDOX	1917	do	Destroyer No. 168.	Do.
DD169	FOOTE	1917	do	Destroyer No. 169.	Do.
DD170	*Rodgers* (ex) KALK.	1917	do	Destroyer No. 170.	Name changed to Kalk Dec. 23, 1918; destroyer, 1st line.
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.
DD176	RENSHAW	1917	do	Destroyer No. 176.	Do.
DD177	O'BANNON	1917	do	Destroyer No. 177.	Do.
DD178	HOGAN	1917	do	Destroyer No. 178.	Do.
DD179	HOWARD	1917	do	Destroyer No. 179.	Do.
DD180	STANSBURY	1917	do	Destroyer No. 180.	Do.
DD181	HOPEWELL	1917	Newport News S. B. Co.	Destroyer No. 181.	Do.
DD182	THOMAS	1917	do	Destroyer No. 182.	Do.
DD183	HARADEN	1917	do	Destroyer No. 183.	Do.
DD184	ABBOT	1917	do	Destroyer No. 184	Do.
DD185	BAGLEY	1917	do	Destroyer No. 185.	Do.
	NO. 186 TO 347 CLASS.				
DD186	CLEMSON	1917	do	Destroyer No. 186.	Destroyer, 1st line.
DD187	DAHLGREN	1917	do	Destroyer No. 187.	Do.
DD188	GOLDSBOROUGH	1917	do	Destroyer No. 188.	Do.
DD189	SEMMES	1917	do	Destroyer No. 189.	Do.
DD190	SATTERLEE	1917	do	Destroyer No. 190.	Do.
DD191	MASON	1917	do	Destroyer No. 191	Do.
DD192	GRAHAM	1917	do	Destroyer No. 192.	Destroyer, 1st line, wrecked in collision Dec. 16, 1921; hulk sold Sept. 19, 1922.
DD193	ABEL P. UPSHUR	1917	do	Destroyer No. 193.	Destroyer, 1st line.
DD194	HUNT	1917	do	Destroyer No. 194.	Do.
DD195	WELBORN C. WOOD.	1917	do	Destroyer No. 195.	Do.
DD196	GEORGE E. BADGER.	1917	do	Destroyer No. 196.	Do.
DD197	BRANCH	1917	do	Destroyer No. 197.	Do.
DD198	HERNDON	1917	do	Destroyer No. 198.	Do.
DD199	DALLAS	1917	do	Destroyer No. 199.	Do.
.....	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.
DD207	SOUTHARD	1917	do	Destroyer No. 207.	Do.
DD208	HOVEY	1917	do	Destroyer No. 208.	Do.
DD209	LONG	1917	do	Destroyer No. 209.	Do.

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	Destroyers—Contd. NO. 186 TO 347 CLASS—Contd.				
DD210	BROOME	1917	Wm. Cramp & Sons.	Destroyer No. 210.	Destroyer, 1st line.
DD211	ALDEN	1917	do	Destroyer No. 211.	Do.
DD212	SMITH THOMPSON	1917	do	Destroyer No. 212.	Do.
DD213	BARKER	1917	do	Destroyer No. 213.	Do.
DD214	TRACEY	1917	do	Destroyer No. 214	Do.
DD215	BORIE	1917	do	Destroyer No. 215.	Do.
DD216	JOHN D. EDWARDS.	1917	do	Destroyer No. 216.	Do.
DD217	WHIPPLE	1917	do	Destroyer No. 217.	Do.
DD218	PARROTT	1917	do	Destroyer No. 218.	Do.
DD219	EDSALL	1917	do	Destroyer No. 219.	Do.
DD220	MACLEISH	1917	do	Destroyer No. 220.	Do.
DD221	SIMPSON	1917	do	Destroyer No. 221.	Do.
DD222	BULMER	1917	do	Destroyer No. 222.	Do.
DD223	MCCORMICK	1917	do	Destroyer No. 223.	Do.
DD224	STEWART	1917	do	Destroyer No. 224.	Do.
DD225	POPE	1917	do	Destroyer No. 225.	Do.
DD226	PEARY	1917	do	Destroyer No. 226.	Do.
DD227	PILLSBURY	1917	do	Destroyer No. 227.	Do.
DD228	JOHN D. FORD	1917	do	Destroyer No. 228.	Do.
DD229	TRUXTUN	1917	do	Destroyer No. 229.	Do.
DD230	PAUL JONES	1917	do	Destroyer No. 230.	Do.
DD231	HATFIELD	1917	New York S. B. Co.	Destroyer No. 231.	Do.
DD232	BROOKS	1917	do	Destroyer No. 232.	Do.
DD233	GILMER	1917	do	Destroyer No. 233.	Do.
DD234	FOX	1917	do	Destroyer No. 234.	Do.
DD235	KANE	1917	do	Destroyer No. 235.	Do.
DD236	HUMPHREYS	1917	do	Destroyer No. 236.	Do.
DD237	MCFARLAND	1917	do	Destroyer No. 237.	Do.
DD238	JAMES K. PAULDING.	1917	do	Destroyer No. 238.	Do.
DD239	OVERTON	1917	do	Destroyer No. 239.	Do.
DD240	STURTEVANT	1917	do	Destroyer No. 240.	Do.
DD241	CHILDS	1917	do	Destroyer No. 241.	Do.
DD242	KING	1917	do	Destroyer No. 242.	Do.
DD243	SANDS	1917	do	Destroyer No. 243.	Do.
DD244	WILLIAMSON	1917	do	Destroyer No. 244.	Do.
DD245	REUBEN JAMES	1917	do	Destroyer No. 245.	Do.
DD246	BAINBRIDGE	1917	do	Destroyer No. 246.	Do.
DD247	GOFF	1917	do	Destroyer No. 247.	Do.
DD248	BARRY	1917	do	Destroyer No. 248.	Do
DD249	HOPKINS	1917	do	Destroyer No. 249.	Do.
DD250	LAWRENCE	1917	do	Destroyer No. 250.	Do.
DD251	BELKNAP	1917	Bethlehem S. B. Corp., Quincy.	Destroyer No. 251.	Do.
DD252	MCCOOK	1917	do	Destroyer No. 252.	Do.
DD253	MCCALLA	1917	do	Destroyer No. 253.	Do.
DD254	*Kalk* (ex) RODGERS.	1917	do	Destroyer No. 254.	Name changed to Rodgers Dec. 23, 1918; destroyer, 1st line.
DD255	OSMOND INGRAM	1917	do	Destroyer No. 255.	Destroyer, 1st line.
DD256	BANCROFT	1917	do	Destroyer No. 256.	Do.
DD257	WELLES	1917	do	Destroyer No. 257.	Do.
DD258	AULICK	1917	do	Destroyer No. 258.	Do.
DD259	TURNER	1917	do	Destroyer No. 259.	Do.
DD260	GILLIS	1917	do	Destroyer No. 260.	Do.
DD261	DELPHY	1917	Bethlehem S. B. Corp., Squantum.	Destroyer No. 261.	Destroyer, 1st line; wrecked Sept. 8, 1923; sold Feb. 6, 1924.
DD262	MCDERMUT	1917	do	Destroyer No. 262.	Destroyer, 1st line.
DD263	LAUB	1917	do	Destroyer No. 263.	Do.
DD264	MCLANAHAN	1917	do	Destroyer No. 264.	Do.
DD265	EDWARDS	1917	do	Destroyer No. 265.	Do.
DD266	*Anthony* (ex) GREENE.	1917	do	Destroyer No. 266.	Name changed to Greene Apr. 13, 1918; destroyer, 1st line.
DD267	BALLARD	1917	do	Destroyer No. 267.	Destroyer, 1st line.
DD268	SHUBRICK	1917	do	Destroyer No. 268.	Do.
DD269	BAILEY	1917	do	Destroyer No. 269.	Do.
DD270	THORNTON	1917	do	Destroyer No. 270.	Do.
DD271	MORRIS	1917	do	Destroyer No. 271.	Do.

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	Destroyers—Contd. NO. 186 TO 347 CLASS—Contd.				
DD272	TINGEY	1917	Bethlehem S. B. Corp., Squantum.	Destroyer No. 272.	Destroyer, 1st line.
DD273	SWASEY	1917	.....do.....	Destroyer No. 273.	Do.
DD274	MEADE	1917	.....do.....	Destroyer No. 274.	Do.
DD275	SINCLAIR	1917	.....do.....	Destroyer No. 275.	Do.
DD276	MCCAWLEY	1917	.....do.....	Destroyer No. 276.	Do.
DD277	MOODY	1917	.....do.....	Destroyer No. 277.	Do.
DD278	HENSHAW	1917	.....do.....	Destroyer No. 278.	Do.
DD279	MEYER	1917	.....do.....	Destroyer No. 279.	Do.
DD280	DOYEN	1917	.....do.....	Destroyer No. 280.	Do.
DD281	SHARKEY	1917	.....do.....	Destroyer No. 281.	Do.
DD282	TOUCEY	1917	.....do.....	Destroyer No. 282.	Do.
DD283	BRECK	1917	.....do.....	Destroyer No. 283.	Do.
DD284	ISHERWOOD	1917	.....do.....	Destroyer No. 284.	Do.
DD285	CASE	1917	.....do.....	Destroyer No. 285.	Do.
DD286	LARDNER	1917	.....do.....	Destroyer No. 286.	Do.
DD287	PUTNAM	1917	.....do.....	Destroyer No. 287.	Do.
DD288	WORDEN	1917	.....do.....	Destroyer No. 288.	Do.
DD289	FLUSSER	1917	.....do.....	Destroyer No. 289.	Do.
DD290	DALE	1917	.....do.....	Destroyer No. 290.	Do.
DD291	CONVERSE	1917	.....do.....	Destroyer No. 291.	Do.
DD292	REID	1917	.....do.....	Destroyer No. 292.	Do.
DD293	BILLINGSLEY	1917	.....do.....	Destroyer No. 293.	Do.
DD294	CHARLES AUSBURN	1917	.....do.....	Destroyer No. 294.	Do.
DD295	OSBORNE	1917	.....do.....	Destroyer No. 295.	Do.
DD296	CHAUNCEY	1917	Bethlehem S. B. Corp., San Francisco, Calif.	Destroyer No. 296.	Destroyer, 1st line; wrecked Sept. 8, 1923; sold Feb. 6, 1924.
DD297	FULLER	1917	.....do.....	Destroyer No. 297.	Do.
DD298	PERCIVAL	1917	.....do.....	Destroyer No. 298.	Destroyer, 1st line.
DD299	*Swasey* (ex) JOHN FRANCIS BURNES.	1917	.....do.....	Destroyer No. 299.	Name changed to John Francis Burnes Oct. 18, 1918. Destroyer, 1st line.
DD300	FARRAGUT	1917	.....do.....	Destroyer No. 300.	Destroyer, 1st line.
DD301	SOMERS	1917	.....do.....	Destroyer No. 301.	Do.
DD302	STODDERT	1917	.....do.....	Destroyer No. 302.	Do.
DD303	RENO	1917	.....do.....	Destroyer No. 303.	Do.
DD304	FARQUHAR	1917	.....do.....	Destroyer No. 304.	Do.
DD305	THOMPSON	1917	.....do.....	Destroyer No. 305.	Do.
DD306	KENNEDY	1917	.....do.....	Destroyer No. 306.	Do.
DD307	*Hamilton* (ex) PAUL HAMILTON.	1917	.....do.....	Destroyer No. 307.	Name changed to Paul Hamilton Apr. 1, 1917; Destroyer, 1st line.
DD308	WILLIAM JONES	1917	.....do.....	Destroyer No. 308.	Destroyer, 1st line.
DD309	WOODBURY	1917	.....do.....	Destroyer No. 309.	Destroyer, 1st line, wrecked Sept. 8, 1923; sold Feb. 6, 1924.
DD310	S. P. LEE	1917	.....do.....	Destroyer No. 310.	Do.
DD311	NICHOLAS	1917	.....do.....	Destroyer No. 311.	Do.
DD312	YOUNG	1917	.....do.....	Destroyer No. 312.	Do.
DD313	ZEILIN	1917	.....do.....	Destroyer No. 313.	Destroyer, 1st line.
DD314	YARBOROUGH	1917	.....do.....	Destroyer No. 314.	Do.
DD315	LAVALLETTE	1917	.....do.....	Destroyer No. 315.	Do.
DD316	SLOAT	1917	.....do.....	Destroyer No. 316.	Do.
DD317	WOOD	1917	.....do.....	Destroyer No. 317.	Do.
DD318	SHIRK	1917	.....do.....	Destroyer No. 318.	Do.
DD319	KIDDER	1917	.....do.....	Destroyer No. 319.	Do.
DD320	SELFRIDGE	1917	.....do.....	Destroyer No. 320.	Do.
DD321	MARCUS	1917	.....do.....	Destroyer No. 321.	Do.
DD322	MERVINE	1917	.....do.....	Destroyer No. 322.	Do.
DD323	CHASE	1917	.....do.....	Destroyer No. 323.	Do.
DD324	ROBERT SMITH	1917	.....do.....	Destroyer No. 324.	Do.
DD325	MULLANY	1917	.....do.....	Destroyer No. 325.	Do.
DD326	COGHLAN	1917	.....do.....	Destroyer No. 326.	Do.
DD327	PRESTON	1917	.....do.....	Destroyer No. 327.	Do.
DD328	LAMSON	1917	.....do.....	Destroyer No. 328.	Do.
DD329	BRUCE	1917	.....do.....	Destroyer No. 329.	Do.
DD330	HULL	1917	.....do.....	Destroyer No. 330.	Do.
DD331	MACDONOUGH	1917	.....do.....	Destroyer No. 331.	Do.
DD332	FARENHOLT	1917	.....do.....	Destroyer No. 332.	Do.
DD333	SUMNER	1917	.....do.....	Destroyer No. 333.	Do.
DD334	CORRY	1917	.....do.....	Destroyer No. 334.	Do.

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	Destroyers—Contd.				
	NO. 186 TO 347 CLASS—Contd.				
DD335	MELVIN	1917	Bethlehem S. B. Corp., San Francisco, Calif.	Destroyer No. 335.	Destroyer, 1st line.
DD336	LITCHFIELD	1917	Navy yard, Mare Island, Calif.	Destroyer No. 336.	Do.
DD337	ZANE	1917	do	Destroyer No. 337.	Do.
DD338	WASMUTH	1917	do	Destroyer No. 338.	Do.
DD339	TREVER	1917	do	Destroyer No. 339.	Do.
DD340	PERRY	1917	do	Destroyer No. 340.	Do.
DD341	DECATUR	1917	do	Destroyer No. 341.	Do.
DD342	HULBERT	1917	Navy yard, Norfolk.	Destroyer No. 342.	Do.
DD343	NOA	1917	do	Destroyer No. 343.	Do.
DD344	WILLIAM B. PRESTON.	1917	do	Destroyer No. 344.	Do.
DD345	PREBLE	1916–18	Bath Iron Works	Destroyer No. 345.	Do.
DD346	SICARD	1916–18	do	Destroyer No. 346.	Do.
DD347	PRUITT	1916–18	do	Destroyer No. 347.	Do.
	No. 348 to 359	1916–18	Not yet under construction.		
	Light Mine Layers.				
DM1	STRIBLING	1917	Fore River S. B. Co.	Destroyer No. 96.	Light mine layer.
DM2	MURRAY	1917	do	Destroyer No. 97.	Do.
DM3	ISRAEL	1917	do	Destroyer No. 98.	Do.
DM4	LUCE	1917	do	Destroyer Do. 99.	Do.
DM5	MAURY	1917	do	Destroyer No. 100.	Do.
DM6	LANSDALE	1917	do	Destroyer No. 101.	Do.
DM7	MAHAN	1917	do	Destroyer No. 102.	Do.
DM8	HART	1917	Union Iron Works.	Destroyer No. 110.	Do.
DM9	INGRAHAM	1917	do	Destroyer No. 111.	Do.
DM10	LUDLOW	1917	do	Destroyer No. 112.	Do.
DM11	BURNS	1917	do	Destroyer No. 171.	Do.
DM12	ANTHONY	1917	do	Destroyer No. 172.	Do.
DM13	SPOSTON	1917	do	Destroyer No. 173.	Do.
DM14	RIZAL	1917	do	Destroyer No. 174.	Do.
	Submarines.				
.....	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 *ex-Puritan* 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; submarine 2d line; 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.
SS10	*Viper* (ex) B-1.	1904	Fore River S. B. Co. (For Electric Boat Co.)	Submarine No. 10.	Name changed to B-1 Nov. 17, 1911; submarine 2d line; 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; submarine 2d line; stricken Jan. 16, 1922; target.

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	Submarines—Con.				
.....	*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.
.....	*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; submarine 2d line; sold June 5, 1922.
SS18	*Grayling* (ex) D-2.	1906	.....do.....	Submarine No. 18.	Name changed to D-2 Nov. 17, 1911; submarine 2d line; sold Sept. 25, 1922.
SS19	*Salmon* (ex) D-3.	1906	.....do.....	Submarine No. 19.	Name changed to D-3 Nov. 17, 1911; submarine 2d line; sold July 31, 1922.
SS20	*Seal* (ex) G-1.	1906-7	Lake Torpedo Boat Co.	Submarine No. 19½	Name changed to G-1 Nov. 17, 1911; submarine 2d line; stricken Aug. 29, 1921; target; sold Aug. 17, 1922.
.....	*Carp* (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	*Barracuda* (ex) F-2.	1908	.....do.....	Submarine No. 21.	Name changed to F-2 Nov. 17, 1911; submarine 2d line; sold Aug. 17, 1922.
SS22	*Pickerel* (ex) F-3.	1908	The Moran Co. (For Electric Boat Co.)	Submarine No. 22.	Name changed to F-3 Nov. 17, 1911; submarine 2d line; sold Aug. 17, 1922.
.....	*Skate* (ex) F-4.	1908	.....do.....	Submarine No. 23.	Name changed to F-4 Nov. 17, 1911; sunk Mar. 25, 1915.
SS24	*Skipjack* (ex) E-1.	1908	Fore River S. B. Co. (For Electric Boat Co.)	Submarine No. 24.	Name changed to E-1 Nov. 17, 1911; submarine 2d line; sold Apr. 19, 1922.
SS25	*Sturgeon* (ex) E-2.	1908	.....do.....	Submarine No. 25.	Name changed to E-2 Nov. 17, 1911; submarine 2d line; sold Apr. 19, 1922.
.....	*Thrasher* (ex) G-4.[1]	1908	Wm. Cramp & Sons (for American Laurenti Co.).	Submarine No. 26.	Name changed to G-4 Nov. 17, 1911; sold Apr. 15, 1920.
.....	*Tuna* (ex) G-2.[1]	1908	Lake Torpedo Boat Co.	Submarine No. 27.	Name changed to G-2 Nov. 17, 1911; sunk July 30, 1919; stricken Sept. 11, 1919.
.....	*Seawolf* (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	*Nautilus* (ex) H-2.	1909	.....do.....	Submarine No. 29.	Name changed to H-2 Nov. 17, 1911; submarine 2d line.
SS30	*Garfish* (ex) H-3.	1909	The Moran Co. (for Electric Boat Co.)	Submarine No. 30.	Name changed to H-3 Nov. 17, 1911; submarine 2d line.
SS31	*Turbot* (ex) G-3.[1]	1909	Lake Torpedo Boat Co.	Submarine No. 31.	Name changed to G-3 Nov. 17, 1911; submarine 2d line; sold Apr. 19, 1922.

[1] No. 26, 27 and 31 class (G-2, G-4 and G-3).

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	Submarines—Con.				
SS32	*Haddock* (ex) K-1.	1909	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 32.	Name changed to K-1 Nov. 17, 1911; submarine 2d line.
SS33	*Cachalot* (ex) K-2.	1909	do	Submarine No. 33.	Name changed to K-2 Nov. 17, 1911; submarine 2d line.
SS34	*Orca* (ex) K-3.	1909	Union Iron Works (for Electric Boat Co.).	Submarine No. 34.	Name changed to K-3 Nov. 17, 1911; submarine 2d line.
SS35	*Walrus* (ex) K-4.	1909	The Moran Co. (for Electric Boat Co.).	Submarine No. 35.	Name changed to K-4 Nov. 17, 1911: submarine 2d line.
SS36	K-5	1911	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 36.	Submarine 2d line.
SS37	K-6	1911	do	Submarine No. 37.	Do.
SS38	K-7	1911	Union Iron Works (for Electric Boat Co.).	Submarine No. 38.	Do.
SS39	K-8	1911	do	Submarine No. 39.	Do.
SS40	L-1 [1]	1912	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 40.	Submarine 2d line; sold July 31, 1922.
SS41	L-2	1912	do	Submarine No. 41.	Submarine 2d line.
SS42	L-3	1912	do	Submarine No. 42.	Do.
SS43	L-4	1912	do	Submarine No. 43.	Submarine 2d line; sold July 31, 1922.
SS44	L-5	1912	Lake Torpedo Boat Co.	Submarine No. 44.	Submarine 2d line.
SS45	L-6	1912	Craig S. B. Co. (for Lake Torpedo Boat Co.).	Submarine No. 45.	Do.
SS46	L-7	1912	do	Submarine No. 46.	Do.
SS47	M-1	1912	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 47.	Submarine 2d line; sold Sept. 25, 1922.
SS48	L-8 [1]	1913	Navy yard, Portsmouth.	Submarine No. 48.	Submarine, 2d line.
SS49	L-9	1913	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 49.	Do.
SS50	L-10	1913	do	Submarine No. 50.	Submarine, 2d line; sold July 31, 1922.
SS51	L-11	1913	do	Submarine No. 51.	Submarine, 2d line.
	Schley (ex) *AA-1.* (ex) T-1.	1914	do	Submarine No. 52.	Name changed to AA-1 Aug. 23, 1917, then to 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.	Submarine, 2d line.
SS54	N-2	1914	do	Submarine No. 54.	Do.
SS55	N-3	1914	do	Submarine No. 55.	Do.
SS56	N-4	1914	Lake Torpedo Boat Co.	Submarine No. 56.	Submarine, 2d line; sold Sept. 25, 1922.
SS57	N-5	1914	do	Submarine No. 57.	Do.
SS58	N-6	1914	do	Submarine No. 58.	Submarine, 2d line; sold July 31, 1922.
SS59	N-7	1914	do	Submarine No. 59.	Submarine, 2d line; sold June 5, 1922.
.....	*AA-2* (ex) T-2.	1915	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 60.	Name changed to T-2 Sept. 22, 1920; fleet submarine, SF 2.
.....	*AA-3* (ex) T-3.	1915	do	Submarine No. 61.	Name changed to T-3 Sept. 22, 1920; fleet submarine, SF 3.

[1] No. 40 to 46 and 48 to 52 class (LI to LII).

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

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Submarines—Con.				
SS62	O-1	1915	Navy yard, Portsmouth.	Submarine No. 62.	Submarine, 2d line.
SS63	O-2	1915	Navy yard, Puget Sound.	Submarine No. 63.	Do.
SS64	O-3	1915	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 64.	Do.
SS65	O-4	1915	.....do.....	Submarine No. 65.	Do.
SS66	O-5	1915	.....do.....	Submarine No. 66.	Submarine, 1st line; wrecked Oct. 28, 1923; on sale.
SS67	O-6	1915	.....do.....	Submarine No. 67.	Submarine, 2d line.
SS68	O-7	1915	.....do.....	Submarine No. 68.	Do.
SS69	O-8	1915	.....do.....	Submarine No. 69.	Do.
SS70	O-9	1915	.....do.....	Submarine No. 70.	Do.
SS71	O-10	1915	.....do.....	Submarine No. 71.	Do.
SS72	O-11	1915	Lake Torpedo Boat Co.	Submarine No. 72.	Do.
SS73	O-12	1915	.....do.....	Submarine No. 73.	Do.
SS74	O-13	1915	.....do.....	Submarine No. 74.	Do.
SS75	O-14	1915	California S. B. Co. (Lake type; completed at Mare Island).	Submarine No. 75.	Do.
SS76	O-15	1915	.....do.....	Submarine No. 76.	Do.
SS77	O-16	1915	.....do.....	Submarine No. 77.	Do.
SS78	R-1	1916	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 78.	Do.
SS79	R-2	1916	.....do.....	Submarine No. 79.	Do.
SS80	R-3	1916	.....do.....	Submarine No. 80.	Do.
SS81	R-4	1916	.....do.....	Submarine No. 81.	Do.
SS82	R-5	1916	.....do.....	Submarine No. 82.	Do.
SS83	R-6	1916	.....do.....	Submarine No. 83.	Do.
SS84	R-7	1916	.....do.....	Submarine No. 84.	Do.
SS85	R-8	1916	.....do.....	Submarine No. 85.	Do.
SS86	R-9	1916	.....do.....	Submarine No. 86.	Do.
SS87	R-10	1916	.....do.....	Submarine No. 87.	Do.
SS88	R-11	1916	.....do.....	Submarine No. 88.	Do.
SS89	R-12	1916	.....do.....	Submarine No. 89.	Do.
SS90	R-13	1916	.....do.....	Submarine No. 90.	Do.
SS91	R-14	1916	.....do.....	Submarine No. 91.	Do.
SS92	R-15	1916	Union Iron Works (for Electric Boat Co.).	Submarine No. 92.	Do.
SS93	R-16	1916	.....do.....	Submarine No. 93.	Do.
SS94	R-17	1916	.....do.....	Submarine No. 94.	Do.
SS95	R-18	1916	.....do.....	Submarine No. 95.	Do.
SS96	R-19	1916	.....do.....	Submarine No. 96.	Do.
SS97	R-20	1916	.....do.....	Submarine No. 97.	Do.
SS98	R-21	1916	Lake Torpedo Boat Co.	Submarine No. 98.	Do.
SS99	R-22	1916	.....do.....	Submarine No. 99.	Do.
SS100	R-23	1916	.....do.....	Submarine No. 100.	Do.
SS101	R-24	1916	Lake Torpedo Boat Co.	Submarine No. 101.	Do.
SS102	R-25	1916	.....do.....	Submarine No. 102.	Do.
SS103	R-26	1916	.....do.....	Submarine No. 103.	Do.
SS104	R-27	1916	.....do.....	Submarine No. 104.	Do.
SS105	S-1	1916	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 105.	Submarine, 1st line.
SS106	S-2	1916	Lake Torpedo Boat Co.	Submarine No. 106.	Do.
	Submarine No. 108 (Neff propulsion).	1916	Not built.....	Submarine No. 108.	To have been equipped with Neff system of propulsion. Special conditions required were never met by the designer.

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	Submarines—Con.				
SS107	S-3	1916	Navy Yard, Portsmouth.	Submarine No. 107.	Submarine, 1st line.
SS109	S-4	1916-17	.....do	Submarine No. 109.	Do.
SS110	S-5	1916-17	.....do	Submarine No. 110.	Submarine, 1st line; sunk Sept. 1, 1920; stricken Aug. 29, 1921.
SS111	S-6	1916-17	.....do	Submarine No. 111.	Submarine, 1st line.
SS112	S-7	1916-17	.....do	Submarine No. 112.	Do.
SS113	S-8	1916-17	.....do	Submarine No. 113.	Do.
SS114	S-9	1916-17	.....do	Submarine No. 114.	Do.
SS115	S-10	1916-17	.....do	Submarine No. 115.	Do.
SS116	S-11	1916-17	.....do	Submarine No. 116.	Do.
SS117	S-12	1916-17	.....do	Submarine No. 117.	Do.
SS118	S-13	1916-17	.....do	Submarine No. 118.	Do.
SS119	S-14	1916-17	Lake Torpedo Boat Co.	Submarine No. 119.	Do.
SS120	S-15	1916-17	.....do	Submarine No. 120.	Do.
SS121	S-16	1916-17	.....do	Submarine No. 121.	Do.
SS122	S-17	1916-17	.....do	Submarine No. 122.	Do.
SS123	S-18	1916-17	Bethlehem S. B. Corp., Quincy (for Electric Boat Co.).	Submarine No. 123.	Do.
SS124	S-19	1916-17	.....do	Submarine No. 124.	Do.
SS125	S-20	1916-17	.....do	Submarine No. 125.	Do.
SS126	S-21	1916-17	.....do	Submarine No. 126.	Do.
SS127	S-22	1917	.....do	Submarine No. 127.	Do.
SS128	S-23	1917	.....do	Submarine No. 128.	Do.
SS129	S-24	1917	.....do	Submarine No. 129.	Do.
SS130	S-25	1917	.....do	Submarine No. 130.	Do.
SS131	S-26	1917	.....do	Submarine No. 131.	Do.
SS132	S-27	1917	.....do	Submarine No. 132.	Do.
SS133	S-28	1917	.....do	Submarine No. 133.	Do.
SS134	S-29	1917	.....do	Submarine No. 134.	Do.
SS135	S-30	1917	Bethlehem S. B. Corp., San Francisco, Calif. (for Electric Boat Co.).	Submarine No. 135.	Do.
SS136	S-31	1917	.....do	Submarine No. 136.	Do.
SS137	S-32	1917	.....do	Submarine No. 137.	Do.
SS138	S-33	1917	.....do	Submarine No. 138.	Do.
SS139	S-34	1917	.....do	Submarine No. 139.	Do.
SS140	S-35	1917	.....do	Submarine No. 140.	Do.
SS141	S-36	1917	.....do	Submarine No. 141.	Do.
SS142	S-37	1917	.....do	Submarine No. 142.	Do.
SS143	S-38	1917	.....do	Submarine No. 143.	Do.
SS144	S-39	1917	.....do	Submarine No. 144.	Do.
SS145	S-40	1917	.....do	Submarine No. 145.	Do.
SS146	S-41	1917	.....do	Submarine No. 146.	Do.
SS147	H-4	1917	Purchased in knockdown condition from Electric Boat Co., and assembled at navy yard, Puget Sound, Wash.	Submarine No. 147.	Submarine, 2d line.
SS148	H-5	1917	.....do	Submarine No. 148.	Do.
SS149	H-6	1917	.....do	Submarine No. 149.	Do.
SS150	H-7	1917	.....do	Submarine No. 150.	Do.
SS151	H-8	1917	.....do	Submarine No. 151.	Do.
SS152	H-9	1917	.....do	Submarine No. 152.	Do.
SS153	S-42	1916-18	Bethlehem S. B. Corp., Quincy (for Electric Boat Co.).	Submarine No. 153.	Submarine, 1st line (building).
SS154	S-43	1916-18	.....do	Submarine No. 154.	Do.
SS155	S-44	1916-18	.....do	Submarine No. 155.	Do.
SS156	S-45	1916-18	.....do	Submarine No. 156.	Do.
SS157	S-46	1916-18	.....do	Submarine No. 157.	Do.
SS158	S-47	1916-18	.....do	Submarine No. 158.	Do.
SS159	S-48	1916-18	Lake Torpedo Boat Co.	Submarine No. 159.	Submarine, 1st line.
SS160	S-49	1916-18	.....do	Submarine No. 160.	Do.
SS161	S-50	1916-18	.....do	Submarine No. 161.	Do.
SS162	S-51	1916-18	.....do	Submarine No. 162.	Do.

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

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Fleet submarines.				
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; fleet submarine, 1st line.
SF2	*AA-2* (ex)..... T-2.	1915	.....do.....	Submarine No. 60..	Name changed to T-2 Sept. 22, 1920; fleet submarine, 1st line.
SF3	*AA-3* (ex)..... T-3.	1915	.....do.....	Submarine No. 61..	Name changed to T-3 Sept. 22, 1920; fleet submarine, 1st line.
SF4	V-1.....	1916–18	Navy yard, Portsmouth.	Submarine No. 163.	Fleet submarine, 1st line (building).
SF5	V-2.....	1916–18	.....do.....	Submarine No. 164.	Do.
SF6	V-3.....	1916–18	.....do.....	Submarine No. 165.	Do.
SF7	V-4.....	1916–24	.....do.....	Submarine No. 166.	Fleet submarine (minelaying type); SM1; (building).
SF8	V-5.....	1916–18	Authorized, but not built.	Submarine No. 167.	Fleet submarine, 1st line; not built.
SF9	V-6.....	1916–18	.....do.....	Submarine No. 168.	Do.
SF10	V-7.....	1916–18	.....do.....	Submarine No. 169.	Do.
SF11	V-8.....	1916–18	.....do.....	Submarine No. 170.	Do.
SF12	V-9.....	1916–18	.....do.....	Submarine No. 171.	Do.
	Dispatch boat.				
.....	DOLPHIN.....	1883	John Roach & Sons, Chester, Pa.	Dispatch boat.....	Gunboat; PG21.
	Dynamite cruiser.				
.....	VESUVIUS.....	1886	William Cramp & Sons.	Dynamite cruiser..	Unclassified sold Apr. 19, 1922.
	Practice vessel (Naval Academy).				
.....	BANCROFT.....	1888	Moore & Sons, Elizabethport, N. J.	Practice vessel....	Stricken June 30, 1906; transferred to Coast Guard June 30, 1906 (renamed ITASCA).
	Ram.				
.....	KATAHDIN.....	1889	Bath Iron Works....	Ram.....	Stricken July 9, 1909; used as target.
	Training vessel				
.....	*Chesapeake* (ex..)... SEVERN.	1897	.....do.....	Training vessel....	Name changed to SEVERN June 15, 1905; stricken Oct. 12, 1916; sold Dec. 7, 1916.
	Steel training ships (sail).				
.....	CUMBERLAND.....	1903	Navy yard, Boston.	Training vessel ...	Unclassified.
.....	INTREPID.....	1903	Navy yard, Mare Island.	.....do.....	Unclassified; sold Dec. 20, 1921.
	Wooden brig.				
.....	BOXER.....	1903	Navy yard, Portsmouth.	Training brig.....	Loaned to Interior Department May 7, 1920; District craft unclassified; transferred to Int. Dept. May 14, 1920.
	Eagles.				
PE1–15	EAGLES 1 TO 15....	1918	Ford Motor Co., Detroit, Mich.	Patrol vessels, EAGLES 1 to 15.	Patrol vessel; Eagle.
.....	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.	Patrol vessel; Eagle.
.....	EAGLE 20.....	1918	.....do.....	Patrol vessel, EAGLE 20.	Transferred to U. S. Coast Guard, Nov. 26, 1919.
PE22	EAGLE 22.....	1918–1823	.....do.....	Patrol vessel, EAGLE 22.	Returned from Coast Guard June 22, 1923; patrol vessel; Eagle.
PE25	EAGLE 25.....	1918	.....do.....	Patrol vessel, EAGLE 25.	Sold Dec. 20, 1921.
PE26–29	EAGLES 26 TO 29...	1918	.....do.....	Patrol vessels, EAGLES 26 to 29.	Patrol vessel; Eagle.
PE31–60	EAGLES 31 TO 60...	1918	.....do.....	Patrol vessels, EAGLES 31 to 60.	Do.
.....	EAGLES 61 TO 112..	1918	.....do.....	Patrol vessels, EAGLES 61 to 112.	Contract canceled Nov 30, 1918.

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	Submarine chasers.				
PC	341 vessels built for U. S. Navy.	1917-19	See statement herein under "Submarine chasers."	Patrol vessels, submarine chasers.	Patrol vessel, submarine chaser.
.....	100 vessels built for French Navy.	.....	.....	.....	
.....	7 vessels not completed.	.....	.....	.....	
	Gunboats.				
.....	YORKTOWN.....	1885	Wm. Cramp & Sons.	Gunboat No. 1....	Sold Sept. 30, 1921.
.....	PETREL.....	1885	Columbian Iron Works.	Gunboat No. 2....	Sold Nov. 1, 1920.
.....	CONCORD.....	1887	W. F. Palmer, jr., & Co., Chester, Pa.	Gunboat No. 3....	Transferred to Treasury Dept. Apr. 22, 1915; stricken Dec. 31, 1915.
.....	BENNINGTON.....	1887	.....do.....	Gunboat No. 4....	Stricken Sept. 10, 1910; sold 1910.
.....	MACHIAS.....	1889	Bath Iron Works.	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.	Gunboat No. 7....	Sold Oct. 20, 1921.
PG8	WILMINGTON.....	1893	.....do.....	Gunboat No. 8....	Unclassified (Ex-PG8).
PG9	HELENA.....	1893	.....do.....	Gunboat No. 9....	Gunboat.
PG10	ANNAPOLIS.....	1895	Lewis Nixon, Elizabethport, N. J.	Gunboat No. 10...	Unclassified (Ex-PG10).
PG11	VICKSBURG.....	1895	Bath Iron Works..	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..	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...	Gunboat.
.....	DUBUQUE.....	1902	Gas Engine & Power Co.	Gunboat No. 17...	Auxiliary Miscellaneous AG6; changed to unclassified (ex-AG6).
.....	PADUCAH.....	1902	.....do.....	Gunboat No. 18...	Auxiliary Miscellaneous AG7; changed to unclassified (ex-AG7).
PG19	SACRAMENTO.....	1911	Wm. Cramp & Sons.	Gunboat No. 19...	Gunboat.
PG20	MONOCACY.....	1911	Navy yard, Mare Island.	Gunboat No. 20...	Do.
PG21	ASHEVILLE.....	1916	Navy yard, Charleston.	Gunboat No. 21...	Do.
PG22	TULSA.....	1916	.....do.....	Gunboat No. 22...	Do.
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-PG23)
PG24	DOLPHIN.....	1883	John Roach & Sons.	Gunboat No. 24...	Sold Feb. 25, 1922.
PG27	MARBLEHEAD.....	1888	City Point Works, Boston.	Cruiser No. 11.....	Gunboat; sold Aug. 5, 1921.
PG28	DENVER.....	1899	Neafie & Levy.....	Cruiser No. 14.....	Light cruiser CL16.
PG29	DES MOINES.....	1899	Fore River S. & E. Co.	Cruiser No. 15.....	Light cruiser CL17.
PG30	CHATTANOOGA.....	1899	Crescent Shipyard, Elizabethport, N. J.	Cruiser No. 16.....	Light cruiser CL18.
PG31	GALVESTON.....	1899	Wm. R. Trigg, Richmond, Va. (completed at Navy yard, Norfolk).	Cruiser No. 17.....	Light cruiser CL19.
PG32	TACOMA.....	1899	Union Iron Works..	Cruiser No. 18.....	Light cruiser CL20.
PG33	CLEVELAND.....	1899	Bath Iron Works....	Cruiser No. 19.....	Light cruiser CL21.

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	Gunboats—Contd.				
PG34	NEW ORLEANS	1898	Armstrong Mitchell & Co., Newcastle, England.	Cruiser	Purchased from Brazilian Government Mar. 16, 1898; formerly named *Amazonas;* light cruiser, 2d line, CL22.
PG35	TOPEKA	1898	G. Howalt, Kiel, Germany.	Gunboat	Purchased Apr. 2, 1898; formerly named *Diogenes;* unclassified (ex-PG35).
PG36	ALBANY	1898	Armstrong Mitchell & Co., Newcastle, England.	Cruiser	Purchased from Brazilian Government Mar. 16, 1898; formerly named *Almirante Abru;* light cruiser, 2d line, CL23.
PG37	*Callao* (ex)	1898	Manila Slip Co., Cavite, P. I.	Gunboat	Captured 1898 during war with Spain; district craft YFB11.
PG38	ELCANO	1899	Carraca, Spain	....do	Transferred from Army Nov. 9, 1899; gunboat.
PG39	PAMPANGA	1899	Manila Slip Co., Cavite, P. I.	....do	Transferred from Army Nov. 9, 1899; gunboat.
PG40	QUIROS	1900	Hongkong & Whampoa Dock Co.	....do	Transferred from Army Feb. 21, 1900; target; sunk Oct. 16, 1923.
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.
	Converted yachts.				
PY1	MAYFLOWER	1898	J. & G. Thompson, Clyde Bank, Scotland.	Converted yacht	Purchased Mar. 19, 1898, converted yacht.
PY2	HAWK	1898	Fleming & Ferguson, Paisley, Scotland.	....do	Formerly named *Hermione;* purchased Apr. 2, 1898; unclassified (ex-PY2).
PY3	SCORPION	1898	John N. Robins, South Brooklyn, N. Y.	....do	Purchased Apr. 7, 1898; formerly named *Sovereign;* converted yacht.
PY4	VIXEN	1898	Lewis Nixon, Elizabethport, N. J.	....do	Purchased Apr. 9, 1898, formerly named *Josephine;* converted yacht; sold June 22, 1923.
PY5	SYLPH	1898	John Roach, Chester, Pa.	....do	Purchased June, 1898, converted yacht.
PY6	NOKOMIS	1917	Pusey & Jones, Wilmington, Del.	Converted yacht (Id. No. 609).	Purchased June 1, 1917, formerly named *Nokomis II;* converted yacht.
PY7	ARAMIS	1917	Robert Jacob, City Island, N. Y.	Converted yacht (Id. No. 418).	Purchased July 3, 1917; district craft, unclassified.
PY8	DESPATCH	1917	Gas Engine & Power Co., Morris Heights, N. Y.	Converted yacht (Id. No. 68).	Purchased Aug. 6, 1917; formerly named *Vizen;* converted yacht.
PY9	NIAGARA	1917	James Shewan & Sons, Brooklyn, N. Y.	Converted yacht (Id. No. 136).	Purchased Aug. 10, 1917, converted yacht.
PY10	ISABEL	1917	Bath Iron Works, Bath, Me.	Destroyer (Id. No. 521).	Purchased 1917 before completion; converted yacht.
PY11	WENONAH	1917–1922	Geo. Lawley & Sons.	Converted yacht (Id. No. 165).	Purchased June 8, 1917; transferred to Coast Guard Apr. 12, 1919; returned to Navy Nov., 1922; converted yacht.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Destroyer tenders.				
AD1	DIXIE	1898	Newport News S. B. & D. D. Co.	Auxiliary cruiser	Purchased Apr. 15, 1898; formerly S. S. *El Rio;* conversion authorized Sept. 30, 1911; destroyer tender; sold Sept. 25, 1922.
AD2	MELVILLE	1912	New York S. B. Co.	Destroyer tender No. 2.	Destroyer tender.
AD3	DOBBIN	1916–17	Navy Yard, Philadelphia, Pa.	Destroyer tender No. 3.	Do.
AD4	WHITNEY	1916–18	Navy Yard, Boston, Mass.	Destroyer tender No. 4.	Do.
AD5	PRAIRIE	1898	Wm. Cramp & Sons.	Auxiliary cruiser	Purchased Apr. 6, 1898, formerly S. S. *El Sol;* conversion authorized Aug. 9, 1917; destroyer tender; sold June 22, 1923.
AD6	PANTHER	1898	Wm. Cramp & Sons.	Auxiliary cruiser	Purchased Apr. 19, 1898 formerly named *Venezuela;* destroyer tender; sold Mar. 24, 1923.
AD7	LEONIDAS	1898	S. P. Austin & Sons, Ltd., Sunderland, England.	Collier	Purchased Apr. 16, 1898, formerly named *Elizabeth Holland;* destroyer tender; 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 *Nictheroy;* destroyer tender.
AD9	BLACK HAWK	1917	Wm. Cramp & Sons.	Repair ship (Id. No. 2140).	Purchased Dec. 3, 1917, formerly named *Santa Catalina;* destroyer tender.
AD10	BRIDGEPORT	1917	Bremer Vulcan, Vegesack, Germany.	Repair ship (Id. No. 3009).	Formerly named *Breslau;* taken over 1917 during war with Germany; destroyer tender.
AD11	ALTAIR	1921	Skinner & Eddy, Seattle, Wash.	Destroyer tender AD11.	Taken over from Shipping Board, Dec. 5, 1921; formerly named *Edisto;* destroyer tender.
AD12	DENEBOLA	1921	.....do.....	Destroyer tender AD12.	Taken over from Shipping Board, November, 1921; formerly named *Edgewood;* destroyer tender.
AD13	RIGEL	1921	.....do.....	Destroyer tender AD13.	Taken over from Shipping Board, Nov. 16, 1921; formerly named *Edgecombe;* destroyer tender.
	Submarine tenders.				
AS1	*Niagara* (ex) FULTON	1911	New London S. & E. Co.	Submarine tender No. 1.	Name changed to FULTON Feb. 10, 1913; submarine tender.
AS2	BUSHNELL	1912	Seattle Con. & D. D. Co.	Submarine tender No. 2.	Submarine tender.
AS3	HOLLAND	1916–17	Navy Yard, Puget Sound.	Submarine tender No. 3.	Submarine tender (building).
AS4	ALERT	1873	John Roach, Chester, Pa.	Gunboat	Submarine tender.
AS5	BEAVER	1918	Newport News, S. B. & D. D. Co.	Submarine tender (Id. No. 2302).	Purchased July 1, 1918, submarine tender.
AS6	CAMDEN	1917	Flensburger S. B. Co., Flensburg, Germany.	Submarine tender. (Id. No. 3143).	Originally named *Kiel;* taken over 1917 during war with Germany; submarine tender.
AS7	RAINBOW	1898	James Laing, Sunderland, England.	Distilling ship	Purchased June 29, 1898; originally named *Norseking;* submarine tender.

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

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Submarine tenders—Contd.				
AS8	SAVANNAH	1917	Flensburger S. B. Co., Flensburg, Germany.	Submarine tender. (Id No. 3015).	Formerly named *Saxonia;* taken over 1917 during the war with Germany; submarine tender.
AS9	CANOPUS	1921	New York S. B. Co.	Submarine tender, AS9.	Taken over from Shipping Board Nov. 22, 1921; formerly named *Santa Leonora;* submarine tender.
AS10	ARGONNE	1921	American Inter. S. B. Corp., Hog Island, Pa.	Transport, AP4	Transferred Nov. 3, 1921, as a loan from War Department, and to Navy ownership Aug. 6, 1924; submarine tender.
	Aircraft tenders.				
AV1	WRIGHT	1919	American International S. B. Corp., Hog Island, Pa.; converted by Tietjen & Lang D. D. Co, Hoboken, N. J.	Lighter-than-air aircraft tender, AZ1.	Originally under contract for the United States Shipping Board; assigned to Navy for conversion; changed to heavier-than-air aircraft tender.
	Repair ships.				
AR1	MEDUSA	1916–18	Navy Yard, Puget Sound.	Repair ship AR1	Repair ship.
AR2	BRIDGEPORT	1917	Bremer Vulcan, Vegesack, Germany.	Destroyer tender (Id No. 3009).	Formerly named *Breslau;* taken over 1917 during war with Germany; destroyer tender AD10.
AR3	*Ontario* (ex) PROMETHEUS.	1904	Navy Yard, Mare Island.	Fleet collier No. 2	Originally named *Ontario;* name changed to PROMETHEUS Oct. 1905; converted 1913; repair ship.
AR4	*Erie* (ex) VESTAL.	1904	Navy Yard, New York.	Fleet collier No. 1	Originally named *Erie;* name changed to VESTAL Oct., 1905; converted 1913; repair ship.
	Storeships.				
AF1	BRIDGE	1913	Navy Yard, Boston.	Supply ship No. 1.	Storeship.
AF2	CELTIC	1898	Workman Clark & Co., Belfast, Ireland.	Supply ship	Purchased May 14, 1898; formerly named *Celtic King;* storeship; sold Jan. 17, 1923.
AF3	CULGOA	1898	J. L. Thompson & Son, Sunderland, England.	Refrigerator ship	Purchased June 4, 1898; storeship; sold July 25, 1922.
AF4	GLACIER	1898	do	do	Purchased July, 1898; formerly named *Port Chalmers;* storeship; sold Aug. 17, 1922.
AF5	POMPEY	1898	S. P. Austin & Sons, Sunderland, England.	Collier	Purchased Apr. 19, 1898; storeship; transferred to War Department July 12, 1922.
AF6	RAPPAHANNOCK	1917	Bremer Vulcan, Vegesach, Germany.	Animal transport. (Id No. 1854.)	Formerly named *Pommern;* taken over 1917 during war with Germany; storeship.
AF7	ARCTIC	1921	Moore S. B. Co., Oakland, Calif.	Storeship AF7	Taken over from Shipping Board Nov. 4, 1921; formerly named *Yamhill;* storeship.
AF8	BOREAS	1921	Moore S. B. Co., Oakland, Calif.	Storeship AF8	Taken over from Shipping Board Dec. 6, 1921; formerly named *Yaquina;* storeship.
AF9	YUKON	1921	do	Storeship AF9	Taken over from Shipping Board Nov. 14, 1921; formerly named *Mehanno;* storeship.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Colliers.				
.....	*Erie* (ex) VESTAL.	1904	Navy yard, New York.	Fleet collier No. 1.	Name changed to VESTAL October, 1905; repair ship, AR4.
.....	*Ontario* (ex) PROMETHEUS.	1904	Navy yard, Mare Island.	Fleet collier No. 2.	Name changed to PROMETHEUS October, 1905; repair ship, AR3.
.....	*Jupiter* (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.	Fleet collier No. 4.	Missing since Mar. 3, 1918.
AC5	VULCAN.....	1908	Maryland Steel Co..	Collier No. 5.....	Collier; sold Dec. 12, 1923.
AC6	MARS.....	1908	.....do.....	Collier No. 6.....	Collier; sold June 22, 1923.
.....	HECTOR.....	1908	.....do.....	Collier No. 7.....	Collier; wrecked July 14, 1916; sunk July 17, 1916.
AC8	NEPTUNE.....	1909	.....do.....	Fleet collier No. 8.	Collier.
AC9	PROTEUS.....	1910	Newport News S. B. Co.	Fleet collier No. 9.	Collier.
AC10	NEREUS.....	1910	.....do.....	Fleet collier No. 10.	Collier.
AC11	ORION.....	1911	Maryland Steel Co..	Fleet collier No. 11.	Collier.
AC12	JASON.....	1911	.....do.....	Fleet collier No. 12.	Collier.
AC13	ABARENDA.....	1898	Edwards S. B. Co., Newcastle, England.	Collier.....	Purchased May 5, 1898, from J. Graham; collier; changed to auxiliary miscellaneous AG14.
AC14	*Scindia* (ex) AJAX.	1898	D. & W. Henderson & Co., Glasgow, Scotland.	.....do.....	Purchased May 12, 1898; name changed to AJAX Jan. 1, 1901; collier; changed to auxiliary miscellaneous AG15.
AC15	BRUTUS.....	1898	J. Redhead & Sons, South Shields, England.	.....do.....	Purchased June 3, 1898; formerly named *Peter Jebsen;* collier; sold July 29, 1922.
AC16	CAESAR.....	1898	Ropner & Sons, Stockton-on-Tees, England.	.....do.....	Purchased Apr. 21, 1898; formerly named *Kingstor;* collier; sold Dec. 22, 1922.
AC17	NERO.....	1898	J. L. Thompson & Sons, Sunderland, England.	.....do.....	Purchased June 30, 1898; formerly named *Whitgift;* collier; sold July 29, 1922.
	Oilers.				
AO1	KANAWHA.....	1912	Navy yard, Mare Island.	Fuel ship No. 13..	Oiler.
AO2	MAUMEE.....	1912	.....do.....	Fuel ship No. 14..	Do.
AO3	CUYAMA.....	1915	.....do.....	Fuel ship No. 15..	Do.
AO4	BRAZOS.....	1916	Navy yard, Boston.	Fuel ship No. 16..	Do.
AO5	NECHES.....	1916–18	.....do.....	Fuel ship No. 17..	Do.
AO6	PECOS.....	1916–18	.....do.....	Fuel ship No. 18..	Do.
AO7	ARETHUSA.....	1898	Craig Taylor & Co., Stockton, England.	Tanker.....	Purchased Aug. 12, 1898; formerly named *Lucilene;* oiler.
AO8	SARA THOMPSON..	1918	Wm. Armstrong & Co., Newcastle, England.	Tanker (Id No. 3148).	Purchased Aug. 8, 1918; formerly named *Gutheil;* oiler.
AO9	PATOKA [1].....	1919	Newport News S. B. & D. D. Co.	Oiler AO9.....	Loaned to the Navy by the Shipping Board; delivered Sept. 3, 1919; oiler.
AO10	ALAMEDA [2].....	1919	Wm. Cramp & Sons.	Oiler AO10.....	Loaned to the Navy by the Shipping Board; delivered Oct. 17, 1919; oiler; sold Aug. 9, 1922.

[1] No. 9, 11 to 13, and 18 to 21 class.

[2] No. 10 and 15 to 17 class.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Oilers—Contd.				
AO11	SAPELO	1920	Newport S. B. & D. D. Co.	Oiler AO11	Loaned to the Navy by the Shipping Board; delivered Jan. 30, 1920; oiler.
AO12	RAMAPO	1919	.....do	Oiler AO12	Loaned to Navy by Shipping Board; delivered Oct. 22, 1919; oiler.
AO13	TRINITY	1920	.....do	Oiler, AO13	Loaned to Navy by Shipping Board; delivered Sept. 4, 1920; oiler.
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; oiler.
AO15	KAWEAH	1921	Wm. Cramp & Sons,	Oiler, AO15	Taken over from Shipping Board Dec. 28, 1921; oiler.
AO16	LARAMIE	1921	.....do	Oiler, AO16	Taken over from Shipping Board Dec. 28, 1921; oiler.
AO17	MATTOLE	1922	.....do	Oiler, AO17	Taken over from Ship, ping Board Mar. 6, 1922; oiler.
AO18	RAPIDAN	1922	Newport News S.B. & D. D. Co.	Oiler, AO18	Taken over from Shipping Board Jan. 1, 1922; oiler.
AO19	SALINAS	1921	.....do	Oiler, AO19	Taken over from Shipping Board Dec. 16, 1921; oiler.
AO20	SEPULGA	1921	.....do	Oiler, AO20	Taken over from Shipping Board Dec. 13, 1921; oiler.
AO21	TIPPECANOE	1922	.....do	Oiler, AO21	Taken over from Shipping Board Mar. 6, 1922; oiler.
	Ammunition ships.				
AE1	PYRO	1916	Navy Yard, Puget Sound.	Ammunition ship, AE1.	Ammunition ship.
AE2	NITRO	1916–18	.....do	Ammunition ship, AE2.	Do.
	Cargo ships.				
AK1	HOUSTON	1917	Bremer Vulcan, Germany.	Collier	Formerly named *Liebenfels;* taken over 1917 during the war with Germany; cargo ship; sold Sept. 27, 1922.
AK2	KITTERY	1917	G. Seebach Aktien Ges., Germany.	Cargo ship	Formerly named *Praesident;* taken over 1917 during the war with Germany; cargo ship.
AK3	NEWPORT NEWS	1917	Flensburg S. B. Co., Germany.	Collier	Formerly named *Odenweld;* taken over during the war with Germany, 1917 cargo; ship; on sale.
AK4	BATH	1917	Stettiner Oderwerker, Stettin, Germany.	.....do	Formerly named *Andromeda;* taken over 1917, during the war with Germany; cargo ship.
AK5	GULFPORT	1917	Rickmers Aktien Ges., Germany.	Collier (Id. No. 2989).	Formerly named *Locksun (ex-Andraee Rickmers);* taken over 1917 during war with Germany; cargo ship, sold July 25, 1922.
AK6	BEAUFORT	1917	H. Koch, Aktien Ges., Germany.	Collier (Id. No. 3008).	Formerly named *Rudolf Blumberg (ex-Rheingraf);* taken over 1917 during war with Germany; cargo ship.

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	Cargo ships—Contd.				
AK7	PENSACOLA	1917	Aktien Ges., Neptune, Germany.	Collier (Id. No. 2078).	Formerly named *Nicaria;* taken over 1917, during war with Germany; cargo ship; changed to auxiliary miscellaneous AG13.
AK8	ASTORIA	1917	J. Blumer & Co., Sunderland, England.	Collier (Id. No. 2095).	Formerly named *Frieda Leonhardt;* taken over 1917 during war with Germany; cargo ship; sold Dec. 20, 1921.
AK9	LONG BEACH	1917	Wm. Pickersgill & Sons, Sunderland, England.	Collier (Id. No. 2136).	Formerly named *Hohenfelde;* taken over 1917 during war with Germany; cargo ship; sold May 24, 1922.
AK10	QUINCY	1917	Wm. Doxford & Sons, Sunderland, England.	Collier	Formerly named *Vogesen;* taken over 1917 during war with Germany; cargo ship; sold Sept. 25, 1922.
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; changed to oiler, AO14.
AK12	*Arcturus* (ex) GOLD STAR.	1921	Bethlehem S. B. Corp., Wilmington, Del.	Cargo ship AK12.	Taken over from Shipping Board Nov. 8, 1921; formerly named *Gold Star;* renamed GOLD STAR Feb. 6, 1922; 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 *Comerant;* cargo ship.
AK14	REGULUS	1921	Bethlehem S. B. Corp., Wilmington, Del.	Cargo ship AK14.	Taken over from Shipping Board Nov. 7, 1921; formerly named *Glenora;* cargo ship.
AK15	SIRIUS	1921	American Inter. S.B. Corp., Hog Island, Pa.	Cargo ship AK15.	Taken over from Shipping Board Dec. 10, 1921; formerly named *Saluda;* cargo ship.
AK16	SPICA	1921	.....do.....	Cargo ship AK16.	Taken over from Shipping Board Nov. 16, 1921; formerly named *Shannock;* cargo ship.
AK17	VEGA	1921	.....do.....	Cargo ship AK17.	Taken over from Shipping Board Dec. 2, 1921; formerly named *Lebanon;* cargo ship.
	Transports.				
AP1	HENDERSON	1913	Navy yard, Philadelphia, Pa.	Transport No. 1.	Transport.
AP2	HEYWOOD	1916-18	Authorized, but not built.	Transport No. 2.	Transport; not built.
AP3	HANCOCK	1902	J. Elder & Co., Glasgow, Scotland.	Transport	Transferred from War Department Nov. 8, 1902; formerly named *Arizona;* unclassified, ex-AP3.
AP4	ARGONNE	1921	American Inter. S.B. Corp., Hog Island, Pa.	Transport AP4.	Transferred Nov. 3, 1921, as a loan from the War Department, and to Navy ownership Aug. 6, 1924; transport; changed to submarine tender, AS10.
AP5	CHAUMONT	1921	.....do.....	Transport AP5.	Transferred Nov. 3, 1921, as a loan from the War Department, and to Navy ownership Aug. 6, 1924; transport.

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	Hospital ships.				
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 *S. S. Creole*; hospital ship.
AH3	COMFORT	1917	Wm. Cramp & Sons.	do	Purchased July 19, 1917; formerly named *Havana*; hospital ship; on sale.
AH4	MERCY	1917	do	Hospital ship (Id. No. 1305).	Purchased Sept. 27, 1917; formerly named *Saratoga*; hospital ship.
	Tugs.				
	TRITON	1889	J. H. Dialogue & Sons, Camden, N. J.	Tug	Purchased 1889; harbor tug YT10.
	WAHNETA	1889	City Point Iron Works, Boston, Mass.	Tug. No. 1	Harbor tug, YT1; on sale.
	IWANA	1889	do	Tug No. 2	Harbor tug, YT2.
	NARKEETA	1889	do	Tug No. 3	Harbor tug, YT3.
	UNADILLA	1894	Navy yard, Mare Island.	Tug No. 4	Harbor tug, YT4.
	SAMOSET	1895	Navy yard, Norfolk	Tug No. 5	Harbor tug, YT5.
	PENACOOK	1897	Navy yard, New York.	Tug No. 6	Harbor tug, YT6.
	PAWTUCKET	1897	Navy yard, Mare Island.	Tug No. 7	Harbor tug, YT7.
	PENTUCKET	1902	Navy yard, Boston.	Tug No. 8	Harbor tug, YT8.
	SOTOYOMO	1902	Navy yard, Mare Island.	Tug No. 9	Harbor tug, YT9.
	Ocean tugs.				
AT10	PATAPSCO	1904	Navy yard, Portsmouth, N. H.	Tug No. 10	Ocean tug.
AT11	PATUXENT	1904	Navy yard, Norfolk.	Tug No. 11	Do.
AT12	SONOMA	1911	New York S. B. Co.,	Tug No. 12	Do.
AT13	ONTARIO	1911	do	Tug No. 13	Do.
AT14	ARAPAHO	1913	Seattle Con. & D. D. Co.	Tug No. 14	Built under contract from current appropriations; ocean tug.
AT15	MOHAVE	1913	do	Tug No. 15	Do.
AT16	TILLAMOOK	1913	do	Tug. No. 16	Do.
AT17	WANDO	1914	Navy yard, Charleston.	Tug. No. 17	Do.
AT18	*Pocahontas* (ex) CHEMUNG.	1914	Navy yard, Norfolk	Tug No. 18	Built under contract from current appropriations. Name changed Sept. 1, 1917; ocean tug.
AT19	*Huron* (ex) ALLEGHENY.	1917	American S. B. Co., Buffalo, N. Y.	Tug No. 19	Name changed Sept. 1, 1917; ocean tug.
AT20	*Comanche* (ex) SAGAMORE.	1917	do	Tug No. 20	Name changed Oct. 30, 1917; ocean tug.
	NO. 21 TO 39 CLASS				
AT21	*Ammonoosuc* (ex). BAGADUCE.	1917	Ferguson Steel & Iron Co., Buffalo, N. Y.	Tug No. 21	Name changed Feb. 24, 1919; ocean tug.
AT22	*Chimo* (ex) TADOUSAC.	1917	do	Tug No. 22	Do.
AT23	KALMIA	1917	do	Tug No. 23	Ocean tug.
AT24	KEWAYDIN	1917	do	Tug No. 24	Do.
AT25	UMPQUA	1917	do	Tug No. 25	Do.
AT26	WANDANK	1917	do	Tug No. 26	Do.
AT27	*Iosco* (ex) TATNUCK.	1917	Navy yard, Puget Sound.	Tug No. 27	Name changed Feb. 24, 1919; ocean tug.

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	Ocean tugs—Con. NO. 21 TO 39 CLASS—Contd.				
AT28	*Katahdin* (ex)..... SUNNADIN.	1917	Navy Yard, Puget Sound.	Tug No. 28.....	Name changed Feb. 24, 1919; ocean tug.
AT29	*Kickapoo* (ex)..... MAHOPAC.	1917	.....do.....	Tug No. 29.....	Do.
AT30	*Watauga* (ex)..... SCIOTA.	1917	.....do.....	Tug No. 30.....	Do.
AT31	*Oconee* (ex)..... KOKA.	1917	.....do.....	Tug No. 31.....	Do.
AT32	*Yucca* (ex)..... NAPA.	1917	.....do.....	Tug No. 32.....	Do.
AT33	*Nipsic* (ex)..... PINOLA.	1917	.....do.....	Tug No. 33.....	Do.
AT34	ALGORMA.....	1917	Staten Island S. B. Corp.	Tug No. 34.....	Ocean tug.
AT35	CARRABASSET.....	1917	.....do.....	Tug No. 35.....	Ocean tug; to be transferred to U. S. Coast Guard.
AT36	CONTOCOOK.....	1917	.....do.....	Tug No. 36.....	Ocean tug.
AT37	IUKA.....	1917	.....do.....	Tug No. 37.....	Do.
AT38	KEOSANQUA.....	1917	.....do.....	Tug No. 38.....	Do.
AT39	*Kinco* (ex)..... MONTCALM.	1917	.....do.....	Tug No. 39.....	Name changed Feb. 24, 1919; ocean tug.
.....	TUGS NOS. 40 TO 45.	1917	.....do.....	Tugs Nos. 40 to 45.	Contracts canceled.
AT46	IROQUOIS.....	1898	Union Iron Works.	Tug.....	Purchased Apr. 18, 1898; formerly named *Fearless*; ocean tug.
AT47	OSCEOLA.....	1898	Charles Hillman, Philadelphia, Pa.	.....do.....	Purchased March 31, 1898; formerly named *Winthrop*; ocean tug; Sold Mar. 24, 1923.
AT48	PEORIA.....	1898	Neafie & Levy Co., Philadelphia, Pa.	.....do.....	Purchased May 23, 1898; formerly named *Philadelphia;* changed to harbor tug, YT109; sold June 16, 1922.
AT49	PISCATAQUA.....	1898	F. W. Wheeler & Co., West Bay City, Mich.	.....do.....	Purchased May 11, 1898; formerly named *W. H. Brown*; ocean tug.
AT50	POTOMAC.....	1898	.....do.....	.....do.....	Purchased Apr. 14, 1898; formerly named *Wilmot;* ocean tug. Sold Dec. 1, 1922.
AT51	UNCAS.....	1898	J. H. Dialogue & Co., Camden, N. J.	.....do.....	Purchased Apr. 2, 1898; formerly named *Walter A. Luckenbach;* changed to harbor tug, YT110; on sale.
AT52	NAVAJO.....	1907	Neafie & Levy, Philadelphia, Pa.	.....do.....	Purchased Nov. 21, 1907; formerly named *General Hubbard;* ocean tug.
AT53	DELAWARE.....	1917	E. J. Tull, Pocomoke City, Md.	Tug (Id. No. 467)..	Purchased Aug. 9, 1917; changed to harbor tug, YT111.
AT54	CONESTOGA.....	1917	Maryland Steel Co., Sparrows Point, Md.	Tug (Id. No. 1128).	Purchased Sept. 14, 1917; lost at sea; stricken June 30, 1921.
AT55	GENESEE.....	1917	.....do.....	Tug (Id. No. 1116).	Purchased July 27, 1917; formerly named *Monocacy;* ocean tug.
AT56	LYKENS.....	1917	Neafie & Levy Co., Philadelipha, Pa.	Tug (Id. No. 876)..	Purchased, 1917; ocean tug.
AT57	SEA ROVER.....	1917	Fulton Iron Works, San Francisco, Calif.	Tug (Id. No. 1014).	Purchased Dec. 11, 1917; ocean tug; sold Feb. 25, 1922.
AT58	UNDAUNTED.....	1917	Union Iron Works..	Tug (Id. No. 1950).	Purchased 1917; ocean tug.
AT59	CHALLENGE.....	1918	J. H. Dialogue & Sons, Camden, N. J.	Tug (Id. No. 1015).	Purchased June 24, 1918; formerly named *Defiance*; ocean tug.
AT60	BAY SPRING.....	1921	Providence Engineering Works, Providence, R. I.	Fleet tug, AT60...	Taken over from Shipping Board, Sept. 28, 1921; ocean tug.

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	Mine sweepers. NO. 1 TO 54 CLASS.				
AM1	LAPWING	1917	Todd Shipyard Corp., New York.	Mine sweeper No. 1.	Mine sweeper.
AM2	OWL	1917	.....do	Mine sweeper No. 2.	Do.
AM3	ROBIN	1917	.....do	Mine sweeper No. 3.	Do.
AM4	SWALLOW	1917	.....do	Mine sweeper No. 4.	Do.
AM5	TANAGER	1917	Staten Island S. B. Co., New York.	Mine sweeper No. 5.	Do.
AM6	CARDINAL	1917	.....do	Mine sweeper No. 6.	Mine sweeper; wrecked June 5, 1923; stricken July 23, 1923.
AM7	ORIOLE	1917	.....do	Mine sweeper No. 7.	Mine sweeper.
AM8	CURLEW	1917	.....do	Mine sweeper No. 8.	Do.
AM9	FINCH	1917	Standard S. B. Corp., New York.	Mine sweeper No. 9.	Do.
AM10	HERON	1917	.....do	Mine sweeper No. 10.	Do.
	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.
AM13	TURKEY	1917	Chester S. B. Co., Chester, Pa.	Mine sweeper No. 13.	Mine sweeper.
AM14	WOODCOCK	1917	.....do	Mine sweeper No. 14.	Do.
AM15	QUAIL	1917	.....do	Mine sweeper No. 15.	Do.
AM16	PARTRIDGE	1917	.....do	Mine sweeper No. 16.	Do.
AM17	EIDER	1917	Pusey & Jones Co., Wilmington, Del.	Mine sweeper No. 17.	Do.
AM18	THRUSH	1917	.....do	Mine sweeper No. 18.	Do.
AM19	AVOCET	1917	Baltimore D. D. & S. B. Co., Baltimore, Md.	Mine sweeper No. 19.	Do.
AM20	BOBOLINK	1917	.....do	Mine sweeper No. 20.	Do.
AM21	LARK	1917	.....do	Mine sweeper No. 21.	Do.
AM22	WIDGEON	1917	Sun Shipbuilding Co., Chester, Pa.	Mine sweeper No. 22.	Do.
AM23	TEAL	1917	.....do	Mine sweeper No. 23.	Do.
AM24	BRANT	1917	.....do	Mine sweeper No. 24.	Do.
AM25	KINGFISHER	1917	Navy yard, Puget Sound.	Mine sweeper No. 25.	Do.
AM26	RAIL	1917	.....do	Mine sweeper No. 26.	Do.
AM27	PELICAN	1917	Gas Engine & Power Co., Morris Heights, N. Y.	Mine sweeper No. 27.	Do.
AM28	FALCON	1917	.....do	Mine sweeper No. 28.	Do.
AM29	OSPREY	1917	.....do	Mine sweeper No. 29.	Mine sweeper; transferred to the Coast and Geodetic Survey Apr. 7, 1922.
AM30	SEA GULL	1917	.....do	Mine sweeper No. 30.	Mine sweeper.
AM31	TERN	1917	.....do	Mine sweeper No. 31.	Do.
AM32	FLAMINGO	1917	New Jersey D. D. & Trans. Co., Elizabethport, N. J.	Mine sweeper No. 32.	Mine sweeper; transferred to Coast and Geodetic Survey Jan. 23, 1923.
AM33	PENGUIN	1917	.....do	Mine sweeper No. 33.	Mine sweeper.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Mine sweepers—Continued. NO. 1 TO 54 CLASS—Contd.				
AM34	SWAN	1917	Alabama D. D. & S. B. Co., Mobile, Ala.	Mine sweeper No. 34.	Mine sweeper.
AM35	WHIPPOORWILL	1917	.....do	Mine sweeper No. 35.	Do.
AM36	BITTERN	1917	.....do	Mine sweeper No. 36.	Do.
AM37	SANDERLING	1917	Todd Shipyard Corporation, New York.	Mine sweeper No. 37.	Do.
AM38	AUK	1917	.....do	Mine sweeper No. 38.	Mine sweeper; transferred to Coast and Geodetic Survey Apr. 7, 1922.
AM39	CHEWINK	1917	.....do	Mine sweeper No. 39.	Mine sweeper.
AM40	CORMORANT	1917	.....do	Mine sweeper No. 40.	Do.
AM41	GANNET	1917	.....do	Mine sweeper No. 41.	Do.
	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.
AM44	MALLARD	1917	.....do	Mine sweeper No. 44.	Do.
AM45	ORTOLAN	1917	.....do	Mine sweeper No. 45.	Do.
AM46	PEACOCK	1917	Staten Island S. B. Co., New York.	Mine sweeper No. 46.	Mine sweeper; loaned to Shipping Board.
AM47	PIGEON	1917	Baltimore D. D. & S. B. Co., Baltimore, Md.	Mine sweeper No. 47.	Mine sweeper.
AM48	REDWING	1917	.....do	Mine sweeper No. 48.	Mine sweeper; 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.
AM52	VIREO	1917	.....do	Mine sweeper No. 52.	Do.
AM53	WARBLER	1917	.....do	Mine sweeper No. 53.	Mine sweeper; loaned to Shipping Board.
AM54	WILLET	1917	.....do	Mine sweeper No. 54.	Do.
	Auxiliaries, miscellaneous.				
AG1	HANNIBAL	1898	J. Blumer, Sunderland, England.	Collier	Purchased Apr. 16, 1898; formerly named *Joseph Holland;* auxiliary miscellaneous.
AG2	LEBANON	1898	Wm. Cramp & Sons, Philadelphia, Pa.	.....do	Purchased Apr. 6, 1898; auxiliary miscellaneous; sold June 2, 1922.
AG3	NANSHAN	1898	Grangemouth Dockyard Co., Grangemouth, England.	.....do	Purchased Apr. 6, 1898; auxiliary miscellaneous; sold July 29, 1922.
AG4	SATURN	1898	Harlan & Hollingsworth, Wilmington, Del.	.....do	Purchased Apr. 2, 1898; auxiliary miscellaneous; sold Sept. 25, 1922.
AG5	GENERAL ALAVA	1900	A. McMillan & Sons (Dumbarton, Scotland).	Gunboat	Transferred from War Department Feb. 21, 1900; auxiliary miscellaneous
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.

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

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Auxiliaries, miscellaneous—Contd.				
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	*Great Northern* (ex.). COLUMBIA	1921	Wm. Cramp & Sons.	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.
AG10	ANTARES	1921	American Inter. S. B. Corp., Hog Island, Pa.	Auxiliary miscellaneous AG10.	Taken over from Shipping Board Nov. 14, 1921; formerly named *Nedmac;* auxiliary miscellaneous.
AG11	PROCYON	1921	.....do.....	Auxiliary miscellaneous AG11.	Taken over from Shipping Board Nov. 8, 1921; formerly named *Shaume;* auxiliary miscellaneous.
AG12	*Arcturus* (ex). GOLD STAR.	1921	Bethlehem S. B. Corp., Wilmington, Del.	Cargo ship, AK12..	Taken over from Shipping Board Nov. 8, 1921; formerly named *Gold Star;* renamed GOLD STAR Feb. 6, 1922; auxiliary miscellaneous.
AG13	PENSACOLA	1917	Aktien Ges., Neptune, Germany.	Collier (Id. No. 2078)	Formerly named *Nicaria;* taken over 1917 during war with Germany; changed to cargo ship AK7; then to auxiliary miscellaneous.
AG14	ABARENDA	1898	Edwards S. B. Co., Newcastle, England.	Collier	Purchased May 12, 1898; changed from collier, AC13; auxiliary miscellaneous.
AG15	*Scindia* (ex). AJAX.	1898	D. & W. Henderson & Co., Glasgow, Scotland.	.....do.....	Purchased May 12, 1898; name changed to AJAX Jan. 1, 1901; changed from collier, AC14; auxiliary miscellaneous.
	Unclassified.				
.....	ANNAPOLIS (Ex-PG10).	1895	Lewis Nixon, Elizabethport, N. J.	Gunboat No. 10...	Changed to gunboat PG10; then unclassified.
.....	BOSTON	1883	John Roach & Sons, Chester, Pa.	Cruiser	Unclassified.
.....	BRIARCLIFF	1922	Russell S. B. Co., Portland, Me.	Unclassified	Taken over from U. S. Shipping Board Jan. 1, 1922; unclassified.
.....	CHEYENNE (Ex-BM10).	1898	Union Iron Works..	Monitor No. 10....	Name changed from WYOMING Jan. 1, 1909; changed to monitor, 2d line, BM10; then unclassified.
.....	CHICAGO (Ex-CA14).	1883	John Roach & Sons, Chester, Pa.	Cruiser	Changed to cruiser 2d line CA14; then to light cruiser CL14; then unclassified.
.....	COAST B. S. No. 1 (Ex-BB1).	1890	Wm. Cramp & Sons.	Coast battleship No. 1.	Name changed from INDIANA Mar. 29, 1919; changed to battleship 2d line, BB1; then unclassified; target in 1920; hulk sold Mar. 19, 1921.

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

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification and status.
	Unclassified—Con.				
.....	COAST B. S. No. 4 (Ex-BB4).	1892	Wm. Cramp & Sons.	Coast battleship No. 4.	Name changed from IOWA Mar. 29, 1919; changed to battleship 2d line; then unclassified; target; sunk Mar. 22, 1923.
.....	COAST TORPEDO BOAT No. 6.	1896	Herreshoff Mfg. Co..	Torpedo boat No. 14.	Name changed from MORRIS Aug. 1, 1918; unclassified: then to district craft, unclassified: on sale.
.....	COMMODORE.....	1918	Cleveland, Ohio.....	Unclassified.....	Purchased about Sept. 1, 1918: unclassified.
.....	CUMBERLAND.....	1903	Navy yard, Boston..	Training vessel....	Unclassified.
.....	DUBUQUE (Ex-AG6).	1902	Gas Engine & Power Co.	Gunboat No. 17...	Changed to auxiliary miscellaneous AG6; then to unclassified.
.....	ESSEX.....	1874	Navy yard, Kittery, Me., and Donald Mackay.	Gunboat.....	Unclassified.
.....	AMERICA.....	1921	George Steers (built in 1851).	Unclassified.....	Famous old yacht, taken over from Eastern Yacht Club, Oct. 1, 1921, as a relic; unclassified.
.....	GOPHER.....	1871	Delamater & Stack, New York, N. Y.	Steam vessel (old gunboat).	Name changed from FERN Dec. 27, 1905; unclassified; sunk Aug. 21, 1923; stricken Aug. 29, 1923.
.....	GRANITE STATE...	1818	Navy yard, Portsmouth, N. H.	Ship of the line....	Originally named *Alabama;* rebuilt in 1863 and renamed NEW HAMPSHIRE; renamed GRANITE STATE in 1904; unclassified; burned May 23, 1921; sold Aug. 19, 1921.
.....	HANCOCK (Ex-AP3).	1902	J. Elder & Co., Glasgow, Scotland.	Transport.....	Transferred from War Department Nov. 8, 1902; formerly named ARIZONA; changed to Transport AP3; then unclassified.
.....	HARTFORD.....	1858	Navy yard, Boston.	Old corvette.....	Unclassified.
.....	HAWK (Ex-PY2)..	1898	Fleming & Ferguson, Paisley, Scotland.	Converted yacht..	Purchased Apr. 2, 1898; formerly named HERMIONE; changed to converted yacht PY2; then unclassified.
.....	INTREPID.....	1903	Navy yard, Mare Island.	Training ship.....	Unclassified; sold Dec. 20, 1921.
.....	ILLINOIS (Ex-BB7)	1896	Newport News S. B. Co.	Coast battleship No. 7.	Changed to battleship 2d line BB7; then to unclassified.
.....	KEARSARGE crane ship No. 1 (Ex-BB5).	1895 1920	Newport News S. B. Co. (Under conversion at navy yard, Philadelphia.)	Coast battleship No. 5.	Changed to battleship 2d line BB5; then to KEARSARGE crane ship No. 1 Aug. 5, 1920; unclassified; under conversion.
.....	MOHICAN.....	1872	Navy yard, Mare Island.	Old corvette.....	Unclassified; sold February, 1922.
.....	MONADNOCK (Ex-BM3).	1883 1887	Continental Iron Works and navy yard, Mare Island.	Monitor No. 3.....	Changed to monitor 2d line BM3; then to unclassified; stricken Feb. 2, 1923; on sale.
.....	NANTUCKET (Ex-PG23).	1873	Harlan & Hollingsworth.	Gunboat No. 23...	Originally named RANGER changed to ROCKPORT Oct. 30, 1917, and to NANTUCKET Feb. 20, 1918; changed to gunboat PG23; then to unclassified.
.....	NEWPORT (Ex-PG12).	1895	Bath Iron Works...	Gunboat No. 12...	Changed to gunboat PG12; then to unclassified.

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	Unclassified—Con.				
.....	OLD CONSTELLATION.	1797	Baltimore, Md. (U. S. Govt.).	Old sailing frigate.	Name changed from CONSTELLATION Dec. 1, 1917; unclassified.
.....	OLD CONSTITUTION.	1797	Navy yard, Boston.	.....do.....	Name changed from CONSTITUTION Dec. 1, 1917; unclassified; naval relic.
.....	OREGON (Ex-BB3).	1890	Union Iron Works..	Coast battleship No. 3.	Changed to battleship 2d line BB3; then unclassified; naval relic.
.....	NEWTON.....	1922	L. H. Shattuck (Inc.), Portsmouth, N. H.	Unclassified.....	Taken over from U. S Shipping Board Oct. 2, 1922; unclassified.,
.....	NORTH DAKOTA (Ex-BB29).	1907	Fore River S. B. Co.	First-class battleship No. 29.	Changed to battleship 1st line BB29; then to unclassified; mobile target.
.....	PADUCAH (Ex-AG7).	1902	Gas Engine & Power Co.	Gunboat No. 18...	Changed to auxiliary miscellaneous AG7; then to unclassified.
.....	PHILADELPHIA.....	1887	Wm. Cramp & Sons.	Cruiser No. 4.....	Unclassified.
.....	REINA MERCEDES.	1898	Cartagena, Spain....	Cruiser.....	Acquired 1898 during War with Spain; unclassified.
.....	SOUTHERY.....	1898	R. Thompson Sons & Co., England.	Collier.....	Purchased Apr. 16, 1898; unclassified.
.....	STURGEON BAY...	1921	Lake & Ocean Navigation Co., Sturgeon Bay, Wis.	Unclassified.....	Taken over from U. S. Shipping Board Sept. 24, 1921; unclassified.;
.....	SYLVIA.....	1898	A. Stephen & Sons, Scotland.	Converted yacht..	Purchased June 13, 1898. unclassified; sold Oct 20, 1921.
.....	TALLAHASSEE (Ex-BM9).	1898	Lewis Nixon, Elizabethport, N. J.	Monitor No. 9.....	Name changed from FLORIDA June 20, 1908; changed to monitor 2d line, BM9; then unclassified; sold July 25, 1922.
.....	TOPEKA (Ex-PG35).	1898	G. Howalt, Kiel, Germany.	Gunboat.....	Purchased Apr. 2, 1898; formerly named DIOGENES; changed to Gunboat PG-35: then unclassified.
.....	VICKSBURG (Ex-PG11).	1895	Bath Iron Works....	Gunboat No. 11...	Changed to Gunboat PG11: then unclassified; transferred to Coast Guard May 2, 1921.
.....	VESUVIUS.....	1886	Wm. Cramp S Sons.	Dynamite cruiser.	Unclassified; sold Apr. 19, 1922.
.....	WHEELING (Ex-PG14).	1895	Union Iron Works..	Gunboat No. 14...	Changed to Gunboat PG-14; then unclassified.
.....	WILMETTE.....	1917	Jenks S. B. Co., Port Huron, Mich.	Gunboat.....	Purchased Nov. 21, 1917; formerly S. S. *Eastland;* unclassified
.....	WILMINGTON (Ex-PG8).	1893	Newport News S. B. & D. D. Co.	Gunboat No. 8....	Changed to Gunboat PG-8; then unclassified.
.....	WOLVERINE.....	1841	Stackhouse & Tomlinson (built 1844).	Gunboat.....	Name changed from MICHIGAN June 17, 1905; unclassified.
.....	YANTIC.....	1864	Navy yard, Philadelphia.	.....do.....	Unclassified.

NOTE.—Vessels "authorized" as of 1916, 1916–1917, and 1916–1918 comprise the three-year program provided 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 4 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 (No. 46 to No. 85), and 16 motor tugs (No. 86 to No. 101). These vessels were identified by serial numbers only, and a record of same appears under appropriate sections in this volume and in the four editions immediately preceding.

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FLAG SH.
SUM'S
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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, and battleships remaining on the Navy list July 1, 1924, including sketches of all earlier vessels bearing such names.

TORPEDO BOATS.

Torpedo Boat No. 1—CUSHING. See Destroyer No. 55.
Torpedo Boat No. 2—ERICSSON. See Destroyer No. 56.
Torpedo Boat No. 3—FOOTE. See Destroyer No. 169.
Torpedo Boat No. 4—RODGERS. See Destroyer No. 254.
Torpedo Boat No. 5—WINSLOW. See Destroyer No. 53.
Torpedo Boat No. 6—PORTER. See Destroyer No. 59.
Torpedo Boat No. 7—DUPONT. See Destroyer No. 152.
Torpedo Boat No. 8—ROWAN. See Destroyer No. 64.
Torpedo Boat No. 9—DAHLGREN. See Destroyer No. 187.
Torpedo Boat No. 10—CRAVEN. See Destroyer No. 70.
Torpedo Boat No. 11—FARRAGUT. See Destroyer No. 300.
Torpedo Boat No. 12—DAVIS. See Destroyer No. 65.
Torpedo Boat No. 13—FOX. See Destroyer No. 234.
Torpedo Boat No. 14—MORRIS. See Destroyer No. 271.
Torpedo Boat No. 15—TALBOT. See Destroyer No. 114.
Torpedo Boat No. 16—GWIN See Destroyer No. 71.
Torpedo Boat No. 17—MACKENZIE. See Destroyer No. 175.
Torpedo Boat No. 18—MCKEE. See Destroyer No. 87.
Torpedo Boat No. 19—STRINGHAM. See Destroyer No. 83.
Torpedo Boat No. 20—GOLDSBOROUGH. See Destroyer No. 188.
Torpedo Boat No. 21—BAILEY. See Destroyer No. 269.
Torpedo Boat No. 22—SOMERS. See Destroyer No. 301.
Torpedo Boat No. 23—MANLY. See Destroyer No. 74.
Torpedo Boat No. 24—BAGLEY. See Destroyer No. 185.
Torpedo Boat No. 25—BARNEY. See Destroyer No. 149.
Torpedo Boat No. 26—BIDDLE. See Destroyer No. 151.
Torpedo Boat No. 27—BLAKELEY. See Destroyer No. 150.
Torpedo Boat No. 28—DELONG. See Destroyer No. 129.
Torpedo Boat No. 29—NICHOLSON. See Destroyer No. 52.
Torpedo Boat No. 30—O'BRIEN. See Destroyer No. 51.
Torpedo Boat No. 31—SHUBRICK. See Destroyer No. 268.
Torpedo Boat No. 32—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. 246.
Destroyer No. 2—BARRY. See Destroyer No. 248.
Destroyer No. 3—CHAUNCEY. See Destroyer No. 296.
Destroyer No. 4—DALE. See Destroyer No. 290.
Destroyer No. 5—DECATUR. See Destroyer No. 341.
Destroyer No. 6—HOPKINS. See Destroyer No. 249.
Destroyer No. 7—HULL. See Destroyer No. 330.
Destroyer No. 8—LAWRENCE. See Destroyer No. 250.
Destroyer No. 9—MACDONOUGH. See Destroyer No. 331.
Destroyer No. 10—PAUL JONES. See Destroyer No. 230.
Destroyer No. 11—PERRY. See Destroyer No. 340.
Destroyer No. 12—PREBLE. See Destroyer No. 345.
Destroyer No. 13—STEWART. See Destroyer No. 224.
Destroyer No. 14—TRUXTUN. See Destroyer No. 229.
Destroyer No. 15—WHIPPLE. See Destroyer No. 217.
Destroyer No. 16—WORDEN. See Destroyer No. 288.
Destroyer No. 17—SMITH—named in memory of Lieut. Joseph Bryant Smith, U. S. Navy. He was born in Maine in 1826; entered the Navy in 1841; commanded the *Congress* in the absence of the captain when she was sunk by the Confederate ram *Merrimac* at Hampton Roads, March 8, 1862; he was killed in the engagement. Lieut. Smith's father was at that time Chief of the Bureau of Yards and Docks at the Navy Department; while at church the morning after the battle he was called out by the Secretary of the Navy, Gideon Welles, and told that the *Cumberland* had been sunk and that the *Congress* had surrendered to the enemy. The father's reply was: "If that be so, then Joe is dead—he would never have struck his flag."

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Destroyer No. 18—LAMSON. See Destroyer No. 328.
Destroyer No. 19—PRESTON. See Destroyer No. 327.
Destroyer No. 20—FLUSSER. See Destroyer No. 289.
Destroyer No. 21—REID. See Destroyer No. 292.

Destroyer No. 22—PAULDING—named in memory of Rear Admiral Hiram Paulding, U. S. Navy. He was born in New York in 1797. Appointed midshipman in 1811. In the war of 1812, in the *President* and *Ticonderoga*, he took part in the actions with the British fleet on Lake Champlain. In 1815 he served in the *Constellation* in war with Algiers and took part in capture of Algerian cruisers. He held many important commands. In 1861 he was appointed by President Lincoln to assist the Navy Department in putting the Navy afloat and other important operations, which he performed with ability and zealous devotion to duty.

Destroyer No. 23—DRAYTON—named in memory of Commodore Percival Drayton, U. S. Navy. He was born in Charleston, S. C., in 1810, and died while Chief of the Bureau of Navigation, 1865. He commanded the *Pawnee* at the Battle of Port Royal, S. C., in 1861; was with Dupont at Fort Sumter; commanded the *Hartford* at the Battle of Mobile Bay on August 5, 1864; was Farragut's fleet captain and chief of staff, at which time he rendered gallant service.

Destroyer No. 24—ROE—named in memory of Rear Admiral Francis A. Roe, U. S. Navy. He was born in Elmira, N. Y., October 4, 1823. He graduated from the Naval Academy in 1848. In the *Porpoise*, in 1854, he engaged 13 heavily armored Chinese junks, destroyed 6 and scattered the fleet. In the *Pensacola*, 1862, he led the starboard column of Farragut's fleet at the passage of Forts Fisher and St. Philip and was commended for gallantry. In the *Sassacus*, May 5, 1864, in Albermarle Sound, engaged the Confederate ram *Albermarle* and gunboat *Bombshell*. He was commended by the Navy Department for gallant and meritorious conduct. He received thanks of the Cabinet for a special mission to Mexico in 1867. He took Santa Anna prisoner from an American ship and sent him out of Mexico. He received the surrender of Vera Cruz and established a provisional government.

Destroyer No. 25—TERRY—named in memory of Commander Edward Terry, U. S. Navy. He was born in Connecticut; was appointed acting midshipman in 1853; was attached to the *Richmond* in her engagement with the Confederate ram *Manassas* and steamers in the Mississippi River, and at Fort McRea, 1861. He was at the bombardments and passage of Forts Jackson and St. Philip in 1862, and at the capture of New Orleans; was in the engagements at Vicksburg, Port Hudson, 1863, and the battle of Mobile Bay, 1864.

Destroyer No. 26—PERKINS—named in memory of Commodore George Hamilton Perkins, U. S. Navy, who was born at Hopkinton, N. H., October 20, 1835; died in Boston, Mass., October 28, 1899. He entered the Navy as midshipman in 1851 and served his country with honor 48 years. His intrepid conduct at the passage of the forts below New Orleans in 1862—his heroism in the surrender of that city—his skill and daring on notable occasions on the Mississippi River and in the Gulf of Mexico—and his achievements in Battle of Mobile Bay August 5, 1864, when as commander of the *Chickasaw* he compelled the surrender of the *Tennessee*—won from the Navy unqualified admiration and from Farragut these words: "The bravest man that ever trod the deck of a ship." He participated in the actions at Forts Jackson and St. Philip, April 24, 1862; capture of the *Governor Moore* and three ships of the Montgomery Flotilla, and the surrender of New Orleans April 25, 1862; skirmishes on the Mississippi River, July, 1862; Port Hudson and Whitehall's River, July, 1862; capture of the *Mary Sorley* and capture of the *Tennessee*, August 5, 1864; Battle of Mobile Bay, August 5, 1864; Fort Powell, Fort Gaines, and Fort Morgan, August, 1864.

Destroyer No. 27—STERETT—named in memory of Lieut. Andrew Sterett, U. S. Navy, who was appointed a lieutenant in 1798. He commanded the *Enterprise* and captured a Tripolitan cruiser in 1801, after four hours' fight, for which he received the thanks of Congress.

Destroyer No. 28—MCCALL—named in memory of Lieut. Edward R. McCall, U. S. Navy, who was born in Charleston, S. C., in 1790; appointed midshipman in 1808. In September, 1813, he was on the *Enterprise* in her engagement with the *Boxer*. Lieut. McCall took command after her captain had been killed and gained a victory, for which he received a gold medal from Congress.

Destroyer No. 29—BURROWS—named in memory of Lieut. William Burrows, U. S. Navy, who was a midshipman in 1799. He distinguished himself at Tripoli. He died on the American brig *Enterprise* during the fight with the British brig *Boxer* September 13, 1813. He encouraged his men by calling to them, "Stand fast, and the day will soon be ours."

Destroyer No. 30—WARRINGTON—named in memory of Commodore Lewis Warrington, U. S. Navy, who was born in Williamsburg, Va., November 3, 1782; died October 12, 1851. He served in the War with Tripoli as junior officer. He commanded the U. S. corvette *Peacock* in the fight with H. M. S. *Epervier*, on April 29, 1814; the *Epervier* was captured in an action lasting 42 minutes. For his brilliant achievement Congress passed a vote of thanks to Capt. Warrington, his officers and men, and presented him a gold medal, and his native State, Virginia, presented him a gold-hilted sword. The Secretary of the Navy in announcing his death in general orders, said: "Commodore Warrington stood conspicuous among the distinguished men who have done honor to our country; his devoted patriotism, his great skill and indomitable courage, have won for him its lasting gratitude."

Destroyer No. 31—MAYRANT—named in memory of Capt. John Mayrant, U. S. Navy, who, while a midshipman, led the boarders in the fight between the *Bon Homme Richard* and the *Serapis*, September 23, 1779. Commodore Paul Jones said of him: "It was my good fortune to command many brave men, but I never knew a man so exactly after my own heart, or so near the kind of man I would create, if I could, as John Mayrant."

Destroyer No. 32—MONAGHAN—named in memory of Ensign John R. Monaghan, U. S. Navy, who was appointed a naval cadet in 1891. He distinguished himself in an engagement with the natives of Samoa in 1899. He was killed April 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 Preble's squadron in engagements before Tripoli in 1804.

Destroyer No. 34—WALKE—named in memory of Rear Admiral Henry Walke, U. S. Navy, who was born in Virginia in 1808. Appointed midshipman in 1827. In the Civil War, in command of the *Carondelet*, he took part in Battles of Belmont, Fort Henry, Fort Donelson, Island No. 10, Fort Pillow, Memphis, and the engagement with the Confederate ram *Arkansas*. For his distinguished services he received the thanks of Congress and the Secretary of the Navy, and the commendation of Admiral Foote.

Destroyer No. 35—AMMEN—named in memory of Rear Admiral Daniel Ammen, U. S. Navy, who was born in Ohio in 18.0. Appointed midshipman in 1836. In the Civil War he performed conspicuous blockading service as executive officer of the *Roanoke*, and in command of the *Seneca*. He commanded the *Seneca* at the Battle of Port Royal, November 7, 1861. He commanded the *Patapsco* 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

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at Battle of New Orleans, and for his splendid services there he received the approval of the United States Congress and thanks of the Legislature of the State of New York. He was one of the naval commissioners during President Jackson's administration. He twice commanded the Mediterranean Fleet, flagships *United States* and *Delaware*.

Destroyer No. 37—FANNING—named in memory of Lieut. Nathaniel Fanning, U. S. Navy, who served in the engagement between the *Bon Homme Richard* and *Serapis*, September 23, 1779. When most of his men had been killed he took a fresh gang into the top and succeeded in clearing the top of the *Serapis* of her men; he passed with his men, when the yards of the ships were locked, from the *Bon Homme Richard* to the *Serapis*, and, directing the fire of his men with hand grenades and other missiles, drove the British seamen from their stations. Paul Jones says: "He was one cause among the prominent in obtaining the victory," when recommending Fanning for promotion.

Destroyer No. 38—JARVIS—named in memory of Midshipman James C. Jarvis, U. S. Navy, who, during the fight between *Constellation* and *Vengeance*, February 2, 1800, was sent aloft in command of the topmen to endeavor to secure the mast, and when warned of his danger, as it was about to fall, refused to leave his post and went over the side with the falling rigging. Only 13 years old when killed. Capt. Truxtun commended his devotion to duty in his report to Congress, and his heroism was approved by "A solemn resolution" of that body and his loss mentioned as a "subject of national regret."

Destroyer No. 39—HENLEY—named in memory of Capt. Robert Henley, U. S. Navy, who, in 1812, commanded one of the divisions of gunboats manned from the crew of the *Constellation* in the boat attacks on the British frigates lying in Hampton Roads. September 11, 1814, as master commandant of the *Eagle*, flagship of Capt. Macdonough, in the Battle of Lake Champlain, he led the American line. He received the thanks of Congress and a gold medal.

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

Destroyer No. 41—JOUETT—named in memory of Rear Admiral James E. Jouett, U. S. Navy, who was born in Kentucky in 1828. He was appointed a midshipman in 1841. Served in Mexican War. In 1861 Lieut. Jouett, with marines from the *Santee*, boarded and destroyed the Confederate steamer *Royal Yacht* in Galveston Bay, where he had a hand-to-hand conflict with the commander of the vessel. He received severe wounds from a pike in the right arm, side, and lungs. For gallant conduct he received the thanks of the Navy Department. In 1864 he commanded the *Metacomet* 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 *Oneida*, blockading off Mobile. He was next appointed fleet captain and chief of staff of Farragut's fleet and was present at the passage of Port Hudson and fight with Grand Gulf batteries, Warrenton and Grand Gulf, in March, 1863. On the *Monongahela* he was wounded while in command of three armed vessels on convoy duty. He was in command of the *Richmond*, and senior officer in command of the naval forces below, at the surrender of Port Hudson, July 9, 1863. He was in command of a division on the Mobile blockade from December, 1863, to the Battle of Mobile Bay, August 5, 1864, in which and all the subsequent operations he took part.

Destroyer No. 43—CASSIN—named in memory of Capt. Stephen Cassin, who was born in Philadelphia in 1783. He entered the Navy as midshipman in 1800. He served with distinction in Tripoli. In the War of 1812 commanded *Ticonderoga* in Battle of Lake Champlain, and was rewarded by Congress with a gold medal for bravery in that action. Four of the enemy's gunboats united in an attack upon the *Ticonderoga*, again and again coming almost within grappling distance, but were as often repulsed.

Destroyer No. 44—CUMMINGS—named in memory of Lieut. Commander Andrew Boyd Cummings, U. S. Navy, who was born June 22, 1830, Philadelphia, Pa.; died March 18, 1863, New Orleans, La. He was appointed midshipman April 7, 1846; lieutenant commander July 16, 1862; showed conspicuous gallantry at passage of Port Hudson, La., March 14-15, 1863, Civil War; died New Orleans, La., from wounds received in action at Port Hudson, La.

Destroyer No. 45—DOWNES—named in memory of Capt. John Downes, U. S. Navy, who was born 1786, at Canton, Mass.; died August 11, 1854, Charlestown, Mass.; appointed midshipman June 1, 1802; appointed captain March 5, 1817; rendered distinguished service in the war with Tripoli, 1804; was a lieutenant on U. S. S. *Essex* in the action with British vessels March 28, 1814; commanded U. S. S. *Epervier* in the attack on the Algerians, June 17, 1815.

Destroyer No. 46—DUNCAN—named in memory of Commander Silas Duncan, U. S. Navy, who was born in New Jersey. He was appointed midshipman in 1809. As third lieutenant of the *Saratoga* in the Battle of Lake Champlain, he was sent in a gig to order the gunboats to retire. He received the concentrated fire of the enemy but succeeded in delivering the orders to the commander of the *Allen*. He was severely wounded and lost his right arm. He received the thanks of Congress for his gallant conduct. From 1818–1824, he saw active service in the *Independence*, *Hornet*, *Guerriere*, *Cyane* and *Ferret*.

Destoyer No. 47—AYLWIN—named in memory of Lieut. John Cushing Aylwin, U. S. Navy, who was born in Quebec, Canada. At the commencement of the War of 1812 he was asked by Capt. Isaac Hull to go with him on the *Constitution*, and April 24, 1812, he was appointed sailing master in the United States Navy. He took prominent part in the engagement, August 19, 1812, between the *Constitution* and the *Guerriere*. He was highly commended by Capt. Hull for skill in handling and maneuvering the *Constitution* during the fight. He was wounded in the shoulder. He commanded the forecastle division in action between the *Constitution* and the *Java*, December 29, 1812, and was commended for bravery and coolness in action. He was severely wounded and died from effects of the wound January 28, 1813.

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

Destroyer No. 49—BENHAM—named in memory of Rear Admiral Andrew Ellicot 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

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with United States merchant vessels in innocent and regular operations of loading and unloading at the wharves of Rio Janeiro, that city being in the hands of the regular Government. For this action, which set a new precedent in international law, he received the commendation of the United States Government and the approval of his countrymen. He retired in 1894 and died at Lake Mahopac, N. Y., on August 11, 1905.

Destroyer No. 50—BALCH—named in memory of Rear Admiral George Beall Balch, U. S. Navy, who was born in Shelbyville, Tenn., in 1821; was appointed acting midshipman in 1837; was in the Mexican War from May, 1846, to its close. He was in the attack on Alvarado under Commodore Conner and the joint bombardment with the Army at Vera Cruz, the surrender of that city, and San Juan d'Ulloa, March, 1847, and at the capture of Tampico. He was executive officer of the *Plymouth*, 1851-1855, with Commodore Perry in the Japan expedition. He was in command of the advance post at Shanghai, and was wounded in a fight between rebels and Imperialists. In the Civil War he performed many heroic services. In command of the *Pawnee* in 1863, he saved Gen. Terry's command when attacked by Confederate batteries. He was engaged in the joint operations of Rear Admiral Dahlgren's Navy forces and Gen. Foster's Army forces in Stono River, S. C., in 1864, and in bombardment of Battery Pringle. In 1865, among other operations, he successfully engaged Confederate batteries at North Edisto, S. C. In recognition of his efficient services, Commander Balch was advanced one grade, to the rank of captain, in 1866; was appointed commodore 1872, and rear admiral 1878.

Destroyer No. 51 and Torpedo Boat No. 30—O'BRIEN—named in memory of Capt. Jeremiah O'Brien, U. S. Navy, and for his four brothers. The five O'Brien brothers were residents of Machias, Me., when the battle of Lexington, April, 1775, was fought. When the news reached Machias the patriotic citizens erected a liberty pole. A British sloop-of-war, the *Margaretta*, arrived in Machias Harbor under the command of Lieut. Moore, and the latter declared that unless the pole were cut down he would destroy the town. During the parley that followed, a lumber sloop left Machias and lazily drifted toward the sea as if about to pass near the warship. The sloop, apparently badly handled, fouled the warship, and instantly scores of Yankees boarded the foreign craft armed with pitchforks, axes and muskets. A battle followed, in which the Americans were victorious after losing 6 men and killing 10 of the enemy, including Lieut. Moore. *This was the first naval engagement of the Revolution.* The lumber sloop was under the command of Jeremiah O'Brien and four of his brothers were in the crew. Joseph O'Brien, the youngest brother, was only 16 years old and his request to form one of the party was refused. He smuggled himself aboard the craft and during the fight proved to be very much of a man. Lieut. Moore's sword was given to Joseph O'Brien, the baby of the crew.

Destroyer No. 52 and Torpedo Boat No. 29—NICHOLSON—named in memory of Capt. Samuel Nicholson, U. S. Navy, who was a lieutenant on the *Bon Homme Richard*. He was appointed captain in 1794. He commanded the frigate *Deane* and captured three sloops-of-war. He was the first commander of the frigate *Constitution*. His two brothers, Capt. John Nicholson, U. S. Navy, and Capt. James Nicholson, U. S. Navy, also served with distinction in the Revolutionary War. Commodore William C. Nicholson, U. S. Navy (son of John), was midshipman under Decatur in the *President*, War of 1812; served also in Civil War. Commodore James W. A. Nicholson, U. S. Navy (grandson of Capt. Samuel), was with Perry in the expedition to Japan, 1853-1855.

Destroyer No. 53 and Torpedo Boat No. 5—WINSLOW—named in memory of Rear Admiral John A. Winslow, U. S. Navy, who was born in North Carolina in 1811. Appointed midshipman in 1827, he served gallantly in Mexican War. For gallantry at Tobasco he was commended by Commodore Perry. In the Civil War he was in command of the Mississippi Flotilla, 1861-62. He commanded the *Kearsarge* when she sank the *Alabama*, June 19, 1864, in the famous fight off Cherbourg. For this action Capt. Winslow was promoted to the rank of commodore.

Destroyer No. 54—MCDOUGAL—named in memory of Rear Admiral David McDougal, U. S. Navy, who was born September 27, 1809, Ohio; died August 7, 1882, San Francisco, Calif. Served on the U. S. S. *Mississippi* at Vera Cruz in the Mexican War, and commanded the U. S. S. *Wyoming* at the battle of Shimonoseki Straits, Japan, July 16, 1863.

Destroyer No. 55 and Torpedo Boat No. 1—CUSHING—named in memory of Commander William Barker Cushing, U. S. Navy, who was born in Delafield, Wis., in 1842. His career was filled with daring planning and clever execution. He was especially distinguished for the destruction of the Confederate ram *Albemarle*. He undertook the attack with a steam launch carrying a spar torpedo and towing an armed cutter. When near the *Albemarle* he was detected, but pushed forward under a shower of bullets and fire of howitzers. He had time to drive the steam launch over the balks and to explode the torpedo against the *Albemarle*, sinking her, before his launch was destroyed. Cushing and one other escaped, the rest were captured. For destroying the *Albemarle* 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 caloric engine, the solar engine, and devised and built the U. S. S. *Monitor*, the first vessel of her type. He was the most prolific inventor of his time in regard to naval and marine mechanisms. His body was transported to Sweden and interred in his birthplace, where a huge monument was erected for him.

Destroyer No. 57—TUCKER—named in memory of Commodore Samuel Tucker, U. S. Navy, who was born November 1, 1747, Marblehead, Mass.; died March 10, 1833, Bremen, Me. Commanded the U. S. S. *Franklyn*, *Boston*, *Beane*, and *Thorn*, privateers in the Revolutionary War; was captured in the *Thorn*, but made his escape in an open boat; while commanding the *Boston*, with John Adams, envoy, on board, in August, 1778, he engaged British vessels of war. He was commissioned captain by Gen. Washington January 20, 1776.

Destroyer No. 58—CONYNGHAM—named in memory of Capt. Gustavus Conyngham, U. S. Navy, who was born in 1747, Donegal, Ireland; died November 27, 1819, Philadelphia, Pa. Commanded the U. S. S. *Charming Peggy*, privateer, 1775; was commissioned captain in the Continental Navy, March 1, 1777; commanded U. S. S. *Surprise* 1777, U. S. S. *Revenge* 1777, U. S. S. *Experiment* 1779; made many captures of the enemy's vessels in English waters and elsewhere and was twice captured; commanded *Maria* (privateer) in naval war with France.

Destroyer No. 59 and Torpedo Boat No. 6—PORTER—named in memory of Commodore David Porter, U. S. Navy, and his son Admiral David Dixon Porter, U. S. Navy.

Commodore David Porter was born in Boston, Mass., in 1780; appointed midshipman in 1798. In 1799 he took part in the fight between the *Constellation* and *L'Insurgente*. In 1803 he was captured in the *Philadelphia* at Tripoli. In 1812, in command of the frigate *Essex*, he had a most adventurous career, making many captures of British packets and crippling British commerce. In 1813 he cruised in the Pacific and captured many vessels. In 1814, at Valparaiso, he surrendered the *Essex* to a superior force of British frigates, *Phoebe* and *Cherub*, only when his own ship was too disabled to offer resistance any longer, the contest having been unequal in every way.

Admiral David Dixon Porter, son of Commodore Porter, was born in 1813; appointed midshipman in the U. S. Navy in 1829. He served with distinction on the *Spitfire* in the Mexican War. He engaged in every action on the coast. In the Civil War he rose from lieutenant to admiral in two years. In 1862 Commander Porter commanded the mortar boat flotilla under Farragut at the passage of Forts Jackson and St. Philip. He bombarded forts at Vicksburg; commanded the Mississippi Squadron as acting rear admiral. In 1863 he cooperated with Gen. Sherman in the capture of Arkansas Post, for which he received

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a vote of thanks from Congress. He cooperated with Gen. Grant in the capture of Vicksburg, received the thanks of Congress, and was promoted to rear admiral. In command of the North Atlantic Blockading Squadron, he bombarded forts at Cape Fear River. He commanded the naval forces at Fort Fisher, and for his brilliant work received the thanks of Congress for the fourth time. In 1866 he was made vice admiral, and in 1870 Admiral of the Navy.

Destroyer No. 60—WADSWORTH—named in memory of Commodore Alexander Scammel Wadsworth, U. S. Navy, who was born 1790 at Portland, Me.; died April 5, 1851, Washington, D. C. Appointed midshipman April 2, 1804; promoted to lieutenant April 21, 1810; was second lieutenant of the frigate *Constitution* during her escape from the British fleet, and took part in the engagement with the *Guerriere*, August 19, 1812, for which he received a silver medal and the thanks of Congress; was first lieutenant of the corvette *Adams* in 1814; April 27, 1816, he was promoted to master-commandant (commander) for gallant service; commanded the *Prometheus* in the Mediterranean 1816–17; on duty at Washington Navy Yard and inspector of ordnance 1823–1829; promoted to captain in 1825; commanded the frigate *Constellation*, Mediterranean Squadron, 1829–1832; commanded the Pacific Squadron 1834–1836; was Navy commissioner 1837–1840 and inspector of ordnance 1841–1850.

Destroyer No. 61—JACOB JONES. See Destroyer No. 130.

Destroyer No. 62—WAINWRIGHT—named in memory of Master Jonathan Wainwright, U. S. Navy, who was born January 29, 1849, New York, N. Y. Graduated from the U. S. Naval Academy in 1867; promoted to master March 21, 1870; attached to the U. S. S. *Mohican*, Pacific Squadron; wounded while in command of a boat expedition against the piratical steamer *Forward*, lying in a lagoon at San Blas, Mexico; died on the *Mohican* from effects of wounds, June 19, 1870.

Destroyer No. 63—SAMPSON—named in memory of Rear Admiral William T. Sampson, U. S. Navy, who was born at Palmyra, N. Y., February 9, 1840; died Washington, D. C., May 6, 1902. Appointed to the Naval Academy September 24, 1857; graduated midshipman June 1, 1861; commissioned rear admiral March 3, 1899; was commander in chief, naval forces in West Indies, during War with Spain, which destroyed Spanish fleet at Battle of Santiago in 1898.

Destroyer No. 64 and Torpedo Boat No. 8—ROWAN—named in memory of Vice Admiral Stephen C. Rowan, U. S. Navy, who was born in Ireland in 1805. Was appointed midshipman in the U. S. Navy in 1826; took active part in the War with Mexico and in the acquisition of California. In 1861 he was in command of the *Pawnee;* took part in the capture of forts at Hatteras Inlet. In 1862 he performed conspicuous service in command of a flotilla in the sounds of North Carolina, and in the attack of the Army and the Navy on Roanoke Island. For his brilliant achievement he was promoted to the rank of commodore. He commanded naval forces at the fall of Newbern and participated at Forts Wagner, Gregg, and Moultrie. He commanded *New Ironsides* off Charleston. In 1870 he was made vice admiral of the Navy in recognition of his distinguished service.

Destroyer No. 65 and Torpedo Boat No. 12—DAVIS—named in memory of Rear Admiral Charles H. Davis, U. S. Navy, who was born in Boston, Mass., in 1807. Was appointed midshipman in 1823. He did valuable coast survey work and wrote valuable works on tides and currents of the ocean; also translated many valuable works. In the Civil War he was fleet captain in 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 Bluff December 27, 1862, while in command of division of vessels, and died January 3, 1863; is buried at Columbus, Ind.; rendered distinguished service in western waters and in the Mississippi Squadron.

Destroyer No. 72—CONNER—named in memory of Commodore David Conner, who was born at Harrisburg, Pa., in 1792, and died at Philadelphia, Pa., March 20, 1856; buried at South Laurel Cemetery. He was appointed midshipman January 16, 1809; commissioned captain March 3, 1835; was Navy commissioner July 10, 1841, to September 1, 1842; served on *Hornet* in chase of British ship *Belvidere* and on *Hornet* in action with British ship *Peacock* February 24, 1813, and action with British ship *Penguin* March 23, 1815, being wounded during the latter action. Commander of Home Squadron during War with Mexico, 1846–47.

Destroyer No. 73 and Torpedo Boat No. 32—STOCKTON—named in memory of Commodore Robert Field Stockton, who was born in Princeton, N. J., August 20, 1795, and died there October 7, 1866. He was appointed midshipman September 1, 1811, and commissioned captain December 8, 1838. He took part in the defense of Alexandria, Va., and Baltimore, Md., during the War of 1812; served in War with Algiers in 1815; commanded Mexican Squadron 1846–47, Mexican War, and established provisional government of

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California; designed and superintended the building of the steam frigate *Princeton*, and was wounded by the bursting of one of the large guns of that vessel; resigned from the Navy May 28, 1850; was United States Senator from New Jersey 1851-52; introduced bill abolishing flogging in Navy; was engineer of Delaware & Raritan Canal.

Destroyer No. 74 and Torpedo Boat No. 23—MANLEY—named in memory of Capt. John Manley; was born in Torquay, England, in 1733, and died at Boston, Mass., February 12, 1793. He is buried in King's Chapel burying ground, Boston. He was appointed by Gen. Washington on October 24, 1775, captain of the *Lee*, the first continental ship to get to sea. On April 17, 1776, he was commissioned captain by the Continental Congress, in the Continental Navy; commanded the *Hancock* in 1776: was captured, imprisoned in Old Mill Prison, and escaped; commanded a number of privateers, and made many prizes and captured a number of British transports. In January, 1783, he received the surrender of the last transport captured during the Revolution.

Destroyer No. 75—WICKES—named in memory of Capt. Lambert Wickes, who was born in New England about 1735; lost at sea. off coast of Newfoundland, October, 1777. Appointed by Continental Congress December 22, 1775, and commissioned captain October 10, 1776; commanded *Reprisal* in 1776, taking Benjamin Franklin to France, capturing two brigs on the voyage; June to August, 1777, cruised around Ireland, capturing 15 vessels in five days; on return voyage to the United States the *Reprisal* foundered off the coast of Newfoundland.

Destroyer No. 76—PHILIP—named in memory of Rear Admiral John Woodward Philip, born in Kinderhook, Columbia County, N. Y., August 26, 1840; died in New York, June 30, 1900; buried in Naval Academy Cemetery, Annapolis, Md. Appointed midshipman September 20, 1856; commissioned rear admiral March 3, 1899; served in Civil War, where wounded in operations against Charleston, S. C.; 1865-67 distinguished in defense of Americans against attacks of Chinese and capture of the rebel Hon; in war with Spain, commanded *Texas* at Battle of Santiago, and advanced five numbers for distinguished service.

Destroyer No. 77—WOOLSEY—named in memory of Capt. Melancthon Taylor Woolsey; born in New York, 1782; died at Utica, N. Y., May 18, 1838. Appointed midshipman April 9, 1800; commissioned captain April 27, 1816; superintended construction of vessels on Great Lakes in 1808; laid keel of *Oneida*, first naval vessel built on the lakes; in 1809 made first display of American ensign in waters of Niagara River; served under Commodore Chauncey in War of 1812; July 19, 1812, landed part of his battery and repelled a British attack by five vessels; participated in attack on Kingston, November, 1813, and operations off False Rocks; captured, with assistance of Army, 3 gunboats, 2 barges, 1 gig, 6 guns, and 186 men.

Destroyer No. 78—EVANS—named in memory of Rear Admiral Robley Dunglison Evans; born in Floyd County, Va., August 18, 1846; died in Washington, D. C., January 3, 1912. Appointed midshipman September 20, 1860; commissioned rear admiral February 11, 1901; participated in Civil War and severely wounded twice in attack on Fort Fisher, January 13-15, 1865; in 1891-92 commanded the *Yorktown*, Pacific station, where he became known as "Fighting Bob" by his vigorous action in upholding the honor of the United States during strained relations with Chile: commanded *Iowa* during War with Spain, taking prominent part in battle of Santiago; commander in chief of Atlantic Fleet from east to west coast on trip around world in 1907-8.

Destroyer No. 79—LITTLE—named in memory of Capt. George Little; born in Marshfield, Mass., April 10, 1754; died at Weymouth, Mass., July 22, 1809. Appointed first lieutenant of the Massachusetts ship *Protector* in 1779; in 1781, after a running fight of several hours, escaped from the British ship *Thames*, but in a later engagement was captured by the same vessel; was made prisoner and escaped; returned to United States and was given command of Massachusetts ship *Winthrop*, with which he captured two British privateers, the armed brig *Meriam*, and a number of other vessels: commissioned captain March 4, 1799, and given command of the United States frigate *Boston*; during the war with France captured the French ship *Le Berceau* and a number of other vessels.

Destroyer No. 80—KIMBERLY—named in memory of Rear Admiral Lewis Ashfield Kimberly; born in Troy, N. Y., April 22, 1830; died at West Newton, Mass., January 28, 1902; buried in Mount Auburn Cemetery, Boston. Appointed midshipman December 8, 1846; commissioned rear admiral July 26, 1887; 1847 to 1860 in the African, Pacific, and East India squadrons; Civil War, served on *Potomac* in west blockading squadrons; took part in operations in Mississippi River at Port Hudson, Grand Gulf, Vicksburg, and other places; executive officer of *Hartford* at battle of Mobile Bay, and warmly commended for gallant and efficient service; 1866 to 1889 cruised in European, Atlantic, Pacific, and East India stations; commanded land forces in attack on Korean ports, June 10-11, 1871.

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

Destroyer No. 82—GREGORY—named in memory of Rear Admiral Francis Hoyt Gregory; born in Norwalk, Conn., October 9, 1789; died in Brooklyn, N. Y., October 4, 1866. Appointed midshipman January 16, 1808; commissioned rear admiral July 16, 1862; attached to bomb brig *Vesuvius* in 1810, and while in charge of one of the boats of that vessel captured a British slaver off 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. *Metacomet* 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 at Chambersburg, Pa., May 6, 1821; died Washington, D. C., February 17, 1897. Appointed midshipman April 1, 1839; rear admiral, December 3, 1882; Mexican War, under Commodores Conner and Perry at Alvarado and Tabasco; Civil War, North Atlantic Blockading Squadron; took part in engagements at Roanoke Island, Blackwater River, 1862; commanded monitor *Weehawken*, South Atlantic Blockading Squadron; took part in bombardment and capture of Fort Fisher, N. C., December, 1864-January, 1865; commander in chief of the South Pacific Station, 1874-75; commanded Mare Island Navy Yard 1877-1881, and inspector of vessel *California;* placed on retired list May 5, 1883.

Destroyer No. 86—STEVENS—named in memory of Capt. Thomas Holdup Stevens; born in Charleston, S. C., February, 1795; died Washington, D. C., January 22, 1841. Appointed midshipman January 16,

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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 at 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. Bell; born in North Carolina about 1808; drowned at Osaka River, Japan, January 11, 1868; buried at Hiojo, Japan. Appointed midshipman from North Carolina August 4, 1823; rear admiral July 25, 1866; commanded a division in the West Gulf Blockading Squadron at the surrender of New Orleans and Forts Jackson and St. Philip, April, 1862 (Civil War). He was drowned by the capsizing of his barge while crossing the bar at the entrance to Osaka River, January 11, 1868; his body was recovered and buried with full military honors at Hiojo, Japan.

Destroyer No. 96 (now Light Mine Layer No. 1)—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 (now Light Mine Layer No. 2)—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 (now Light Mine Layer No. 3)—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 (now Light Mine Layer No. 4)—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 *Canandaigua*, North Atlantic Blockading Squadron; 1865 in command of the *Pontiac*, he cooperated with the Army in the Savannah River; 1865-1868 commandant of midshipmen at the Naval Academy; 1868-1869 cruising in the Pacific and Mediterranean Squadrons; 1878-1881 in command of the United States naval training ship *Minnesota;* 1881-1884 in command of the training squadron; 1884-1885 president of the Naval War College; and from 1886-1889 he was in command of the naval forces of the North Atlantic Squadron. He was the founder of the Naval War College at Newport, R. I., and was on special duty in connection with it from 1901 to 1910.

Destroyer No. 100 (now Light Mine Layer No. 5)—MAURY—named in memory of Commander Matthew F. Maury; born in Spotsylvania County, Va., January 14, 1806; died in Lexington, Va., February 1, 1873. Appointed midshipman February 1, 1825; commander September 14, 1855. Cruised on the *Brandywine* in European waters 1825-1826, and on the *Vincennes* 1826. He was promoted to passed midshipman June 4, 1831. Cruised in the Pacific 1831-1834. Promoted to lieutenant June 10, 1836. He was appointed superintendent of the department of charts and instruments in 1842, and upon the organization of the Naval

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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 (now Light Mine Layer No. 6)—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 *Philadelphia*, flagship of the Pacific station. He commanded the American detachment of joint American and British Expedition against hostile Samoans, and was killed in action with them at Apia, April 1, 1899.

Destroyer No. 102 (now Light Mine Layer No. 7)—MAHAN—named in memory of Rear Admiral Alfred T. Mahan; born September 27, 1840, at West Point, N. Y.; died at Washington, D. C., December 1, 1914. Appointed midshipman September 30, 1856; rear admiral June 29, 1906; Civil War, participated in the operations of the South Atlantic and West Gulf blockading squadrons; president of the Naval War College, 1886–1889; delegate to The Hague Convention 1909. His treatises on naval matters are standard the world over and are translated into many foreign languages.

Destroyer No. 103—SCHLEY—named in memory of Rear Admiral Winfield Scott Schley, U. S. Navy, who was born at Richfields, Frederick, Md., October 9, 1839; died in New York City October 2, 1911. Appointed midshipman, September 20, 1856; commissioned rear admiral March 3, 1899; served 1860–61, *Niagara*, East India Squadron; Civil War, 1861–62, West Gulf Squadron, took part in engagements of Admiral Farragut's Squadron on the Mississippi River, particularly at Port Hudson and its capture; 1864–1866, Pacific Squadron; took part in quelling insurrection in the Chincha Islands; in 1865 in the North Atlantic Squadron, with those who landed from United States vessels to protect American interests at La Union, San Salvador; 1869–1872, attached to the Asiatic Squadron; took part in the capture of Korean forts on the Salee River; 1876–1879, Brazil station; 1884 commanded expedition sent to relief of Lieut. Greely; rescued him and his surviving companions near Cape Sabine, Grinnell Land, and brought them to the United States; during this expedition passed through 1,400 miles of ice; personally thanked by President Arthur upon his return and given position of Chief of Bureau of Equipment: 1884–1889; 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 Connecticut.

Destroyer No. 105—MUGFORD—named in memory of Capt. James Mugford. Commanding the Continental schooner *Franklin*, he captured the British ship *Hope* with a large cargo of military stores and powder, and took his prize into Boston, running past the British fleet lying in the harbor. The *Franklin* was attacked at night, however, by a greatly superior force, in which action Capt. Mugford was killed.

Destroyer No. 106—CHEW—named in memory of Capt. Samuel Chew, of Philadelphia. Appointed by the marine committee July 17, 1777, to command the Continental brigantine *Resistance*. The *Resistance*, carrying 10 four-pounders, on March 14, 1778, fell in with a British letter of marque of 20 guns, and in a hand-to-hand fight which ensued Capt. Chew fell gallantly fighting.

Destroyer No. 107—HAZELWOOD—named in memory of Commodore John Hazelwood; born in England about 1726; died at Philadelphia, Pa., March 1, 1800. Appointed by the Pennsylvania Committee of Safety to superintend the building of fire rafts for the protection of Philadelphia; 1777, placed by the Continental Congress in command of the Continental vessels in the Delaware River, in conjunction with the vessels already under his command. He forced the British fleet below the American defenses in that river to retire, and drove H. B. M. S. *Augusta* and *Merlin* ashore, where they were burned. Congress voted him a handsome sword in recognition of his services in the Delaware River.

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

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

Destroyer No. 110 (now Light Mine Layer No. 8)—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, 1914, 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 (now Light Mine Layer No. 9)—INGRAHAM—named in memory of Capt. Duncan N. Ingraham; born in Charleston, S. C., December 6, 1802; died there October 16, 1891. Appointed midshipman June, 1812; commissioned captain September 14, 1855. While in command of the sloop of war *St. Louis* in the Mediterranean in July, 1853, he interfered at Smyrna with the detention by the Austrian consul of Martin Koszta, a Hungarian, who had declared in New York his intention of becoming an American citizen, and who had been seized and confined on board the Austrian ship *Hussar*. For his conduct in the matter, he was voted thanks and a medal by Congress. Chief of the Bureau of Ordnance and Hydrography of the Navy Department from 1856 to 1860.

Destroyer No. 112 (now Light Mine Layer No. 10)—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—RATHBURNE—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

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burned, and on the 29th of January sailed away with the remainder of his prizes and 20 released American prisoners; July 15, 1779, in company with two other Continental ships, captured 11 large merchant ships with valuable cargoes.

Destroyer No. 114 and torpedo boat No. 15—TALBOT—named in memory of Capt. Silas Talbot; born in Dighton, Mass., 1751; died in New York City June 30, 1813. Commissioned captain by the State of Rhode Island in 1776, assigned to duty in charge of the boats in the Hudson River, and for gallantry in an attempt to destroy vessels of the British fleet in New York Harbor was promoted by the Continental Congress to major October 10, 1776, and received its thanks. September 17, 1779, he was appointed a captain in the Continental Navy and ordered to command an armed naval force for the protection of the coast of Long Island Sound. Later he was twice made prisoner.

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

Destroyer No. 116—DENT—named in memory of Capt. John H. Dent; born in Maryland in 1782; died in St. Bartholomews parish, Maryland, July 31, 1823. Appointed midshipman March 16, 1798; captain December 29, 1811. Served on board the *Constellation* when she captured the French frigate *Insurgente* February 1, 1799; commanded the schooners *Nautilus* and *Scourge* in Preble's squadron during the Tripolitan War, and took part in the attacks on the city of Tripoli in 1804.

Destroyer No. 117—DORSEY—named in memory of Midshipman John Dorsey, who was appointed a midshipman April 28, 1801, and killed in the attack on the town of Tripoli when gunboat *No. 9* was blown up by a shell from the enemy.

Destroyer No. 118—LEA—named in memory of Lieut. Commander Edward Lea. Appointed a midshipman October 5, 1851; lieutenant commander July 16, 1862; participated in the Civil War, and as executive officer of the *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, 1861; commissioned rear admiral September 11, 1903. Served, 1865–1898, on the Brazil, South Atlantic, Pacific and North Atlantic stations, and held important positions on shore. In 1898 he commanded the U. S. S. *Boston*, Asiatic Station, and served as chief of staff to Admiral Dewey at the battle of Manila Bay, May 1, 1898. Went ashore and took possession of the Cavite Arsenal. Later commanded the *Olympia*. He was advanced seven numbers for his conspicuous gallantry during the Battle of Manila Bay.

Destroyer No. 120—RADFORD—named in memory of Rear Admiral William Radford; born in Fincastle, Botetourt County, Va., March 1, 1808; died at Washington, D. C., January 8, 1890; buried in Oak Hill Cemetery. Appointed midshipman March 1, 1825; commissioned rear admiral July 25, 1866. During the Mexican War he commanded the party from the U. S. S. *Warren* that cut out and captured the Mexican man-of-war *Malek Adhel* at Mazatlan, and took part in the operations at Mazatlan and other places in Lower California, 1846-47. Commanded the U. S. S. *Cumberland* at the time she was sunk by the C. S. S. *Merrimac* in Hampton Roads, but was ashore and unable to get on board before the attack, March 8, 1862. Commanded the *New Ironsides* in attacks on Fort Fisher December 24–25, 1864, and January 13–15, 1865, and was highly praised for the high order of ability displayed on that occasion. He was included in the thanks of Congress to Admiral Porter, his officers, and men for their gallant conduct on those occasions. Commanded the European Squadron 1869–70.

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

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

Destroyer No. 123—GAMBLE—named in memory of Bvt. Lieut. Col. John M. Gamble, United States Marine Corps, and Lieut. Peter Gamble, United States Navy. Bvt. Lieut. Col. John M. Gamble was appointed a second lieutenant in the Marine Corps January 16, 1809, was promoted first lieutenant March 5, 1811, captain June 18, 1814, and major July 1, 1834. He was promoted major, by brevet, April 19, 1816, and lieutenant colonel, by brevet, March 3, 1827. He died September 11, 1836. He served during the War of 1812, and while in command of the marine guard of the *Essex* he was temporarily placed in command of three prize vessels, the *Seringapatam*, *Sir Andrew Hammond*, and the *Greenwich*, also a fort at Nooaheevah, during the absence of the *Essex*. Despairing of the return of the *Essex* he rigged up the prize vessels with the intention of quitting the Marquesas. During a fight with mutineers of his command, who took the *Seringapatam*, Lieut. Gamble was badly wounded in the foot, and later in an engagement with the natives, 1 officer, and 3 men of his command were killed, and 1 other severely wounded. With but 4 men on board the *Sir Andrew Hammond* fit for duty Lieut. Gamble put to sea, and, without a chart, made his way to the Sandwich Islands in 17 days, only to fall into the hands of the enemy, being later released.

Lieut. Peter Gamble, United States Navy, was appointed midshipman January 16, 1809; commissioned lieutenant March 17, 1814. Ordered to Lake Champlain May 4, 1814, and killed in action September 11, 1814.

Destroyer No. 124—RAMSAY—named in memory of Rear Admiral Francis M. Ramsay; born in District of Columbia, April 5, 1835; died there July 19, 1914. Appointed midshipman October 5, 1850; commissioned rear admiral, April 11, 1894; served on *Preble*, *St. Lawrence*, *Falmouth*, *Merrimac*, and on ordnance duty at Washington Navy Yard, 1850–1860. Sloop *Saratoga*, African Squadron, 1860–1862; commanded the ironclad *Choctaw*, Mississippi Squadron, 1863–64; engagements at Haines Bluff, Yazoo River, April 30 and May 1, 1863; expedition up the Yazoo River to Yazoo City, destroying the Confederate navy yard

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and vessels, May, 1863; engagement at Liverpool Landing, Yazoo River, May, 1863; engagement at Millikens Bend, Mississippi River, June 7, 1863; siege of Vicksburg, May, June, and July, 1863; commanded a battery of three heavy guns, mounted on scows, in front of Vicksburg, from June 19 to July 4, 1863; commanded the third division, Mississippi Squadron, July, 1863, to September, 1864; several engagements with field batteries and guerrillas, 1863-64; commanded the expedition up the Black and Ouachita Rivers, March, 1864; engagement at Trinity, La., March, 1864; engagement at Harrisonburg, La., Ouachita River, 1864; Red River Expedition, March, April, May, 1864; expedition up the Black and Ouachita Rivers, April, 1864; several engagements with guerrillas at Fort De Russy, La., May, 1864; commanded the third and fourth divisions, Mississippi Squadron, May to September, 1864; commanded the expeditions into the Atchafalaya River, June, 1864; commanded the gunboat *Unadilla*, North Atlantic Squadron, 1864-65; engagements with Fort Fisher, N. C., December 24 and 25, 1864; engagement with Fort Fisher, January, 1865; several engagements with Fort Anderson and with other forts on the Cape Fear River, January, February, 1865.

Destroyer No. 125—TATTNALL—named in memory of Capt. Josiah Tattnall; born at Bonaventura, near Savannah, Ga., June 14, 1795; died at Savannah, Ga., June 14, 1871; buried in Bonaventura Cemetery. Appointed a midshipman January 1, 1812; commissioned a captain February 5, 1850. August 1, 1812, ordered to the *Constellation;* served in the seamen's battery on Craney Island which drove off the boats of the British squadron and captured several barges attempting to land June 22, 1813; took part in the sinking of the barge *Centipede;* commanded a force of the employees of the Washington Navy Yard and took part in the Battle of Bladensburg, August 24, 1814; October 10, 1814, ordered to the *Epervier*, fitting out for the Mediterranean Squadron, and took part in the operations against the Algerines; 1822-1824 attached to the Mosquito Fleet, under Commodore David Porter, in the West Indies for the suppression of piracy; 1831 commanded the *Grampus*, West India Squadron; captured the Mexican war schooner *Montezuma*, which had illegally boarded and robbed an American schooner on the high seas, and took his 67 prisoners into Pensacola, Fla.; took prominent part in the attacks on Vera Cruz, San Juan d'Ulloa, Tuxpan, and other Mexican fortresses; covered with his boats the landing of Gen. Scott's army; was presented with a sword by the State of Georgia for gallantry at Vera Cruz; was wounded in the arm at Tuxpan while leading in a division of boats.

Destroyer No. 126—BADGER—named in memory of Commodore Oscar C. Badger. Born in Connecticut; died at Concord, Mass., June 20, 1899; buried in Arlington National Cemetery. Appointed midshipman September 9, 1841; commissioned commodore November 15, 1881; retired August 12, 1885; cruised on the coast of Africa in the *Saratoga*, 1843-44, and took part in the destruction of the Barbary villages. He was on the steam frigate *Mississippi*, Gulf Squadron, Mexican War, and at first attack on Alvarado: subsequently attached to the *Brazil*, Pacific Squadron, until 1856. While attached to the *John Adams*, 1856, he commanded a party sent to attack and destroy the village of Vutia, Fiji Islands, and was engaged with these islanders on other occasions. 1858-1860 he was on the *Macedonian*, Mediterranean Squadron. Civil War: 1861-62 commanded the *Anacostia* and other vessels of the Potomac Flotilla in attacks off Cockpit Point battery and other points on the Potomac River, for which he was mentioned in dispatches from the commanding officer of the flotilla; took part also in the siege of Yorktown and defenses of Gloucester Point, Va., 1862-63; ordnance officer in charge of arming gunboats of the western rivers; 1863-64, attached to the South Atlantic Blockading Squadron, commanded the ironclad *Patapsco* in attacks on forts in Charleston Harbor; commanded the ironclad *Montauk* in a night attack on Fort Sumter, August 22, 1863; flag captain South Atlantic Blockading Squadron and was on the flagship *Weehawken*, in attack of Fort Sumter, night of September 1, 1863, and was severely wounded in the right leg; favorably mentioned by Rear Admiral Dahlgren in dispatches to the department for services during these operations; commanded the *Peoria*, North Atlantic Squadron, 1866-67, and received the thanks of the legislative bodies of Antigua and St. Kitts, West Indies, for services rendered to the sufferers by the great fire that destroyed Basse-Terre July 4, 1867. His last sea service was performed in the *Ticonderoga* in the South Pacific Squadron in 1873. Later service was at various shore stations until his retirement, August, 1885, at the age of 62.

Destroyer No. 127—TWIGGS—named in memory of Maj. Levi Twiggs, United States Marine Corps. Maj. Levi Twiggs was appointed a second lieutenant in the Marine Corps November 10, 1813, was promoted first lieutenant June 18, 1814; captain February 23, 1830; and major November 15, 1840. He was promoted captain, by brevet, March 3, 1825, and was killed in battle September 13, 1847, at the storming of the castle of Chapultepec. He served during the War of 1812, and commanded the Marines on the *President* during the engagement between that vessel and the British ships *Majestic*, *Endymion*, *Pomona*, and *Tenedos*, in January, 1815, and in Commodore Decatur's official report of the battle, he stated that "Lieut. Twiggs displayed great zeal, his men were well supplied, and their fire was incomparable." He served with the marines, cooperating with the Army in the arduous campaigns against the Indians in Georgia and Florida in 1836 and 1837. During the war with Mexico Maj. Twiggs was attached to the battalion of marines dispatched from New York in June, 1847, to join the Army under Gen. Scott. The battalion disembarked at Vera Cruz and joined the main Army at Pueblo August 6, 1847. On the 13th of September the Volunteer division, under command of Maj. Levi Twiggs of the marines, accompanied by a Pioneer party of 70 men, under Capt. J. G. Reynolds, also of the marines, bearing ladders, crows, and pickaxes, were placed at the head of the column of attack upon the fortress of Chapultepec. These storming parties were supported by the battalion of marines under command of Lieut. Col. Watson. The brave and lamented Maj. Twiggs was killed while leading the assault. Immediately after the capture of the fortress the whole column, under Gen. Quitman, moved directly on the City of Mexico by the Tacubaya Causeway, leading through the Garita Belen into the city. Soiled with dust and smoke and begrimed with blood, the field officers on foot with the men, they moved on to the charge with banners furled, and no music but the roar of cannon and the rattling roll of small arms. The Garita was taken in a charge at full run at 20 minutes past 1 o'clock p. m. At break of day of the 14th, a white flag announced the surrender of the enemy's stronghold, the citadel. The division of Gen. Quitman, therefore, was the first to enter the city. The honor of first entering the palace, also, and of hoisting upon it the national flag was accorded to this division, with which the battalion of marines was connected, thus explaining and justifying the motto afterwards inscribed upon the colors of the corps: "From Tripoli to the halls of the Montezumas."

Destroyer No. 128—BABBITT—named in memory of Lieut. Fitz Henry Babbitt. Appointed a midshipman April 2, 1804; promoted to lieutenant June 5, 1810; served on the *Nautilus* from February 19, 1812, to November 29, 1812; on the *Adams* from November 30, 1812, to April 6, 1813; killed in action between the British ships of war *Endymion* and *Pomona* and the *President* January 15, 1815.

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

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

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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 1821-1824 he commanded the Mediterranean Squadron; 1824-1826 was one of the Board of Navy Commissioners; 1826-1830 he commanded the Pacific station, and at the time of his death was commandant of the Naval Asylum at Philadelphia.

Destroyer No. 131—BUCHANAN—named in memory of Capt. Franklin Buchanan; born in Baltimore, Md., September 17, 1800; died at his residence, "The Rest," in Talbot County, Md., May 11, 1874. Entered the Navy as midshipman January 28, 1815; commissioned lieutenant January 13, 1825; commander September 8, 1841; captain September 14, 1855; commanded the squadron in the waters of Virginia on board the *Merrimac* in the action in Hampton Roads, Va., March 8, 1862, during which he was severely wounded. After the war he was president of the Maryland Agricultural College. He was the organizer and first superintendent of the United States Naval Academy (1845-1847). He cooperated in the landing of the troops at Vera Cruz under Gen. Scott, and was one of the leading spirits of the Navy there at the capture of San Juan d'Ulloa; was the first officer to step on the soil of Japan in the expedition of Commodore Perry.

Destroyer No. 132—AARON WARD—named in memory of Rear Admiral Aaron Ward; born in Philadelphia, Pa., October 10, 1851; died July 5, 1918. Entered the Navy as midshipman in 1867; ordered to the Pacific station, serving on the *California* from 1871 to 1873. He then served on the *Brooklyn* in the West Indies until 1874 and on the *Franklin* on the European station from 1875 to 1876. Then followed a tour of duty at the Naval Academy from 1876 to 1879; service on the *Constitution*, training squadron, from 1879 to 1882; and, from 1882 to 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, attaché at Paris, Berlin, and St. Petersburg; 1893-94 he served on the *New York* in the West Indies and Brazil; and in 1894-1896 on the *San Francisco* in the Mediterranean. During the Spanish-American War he commanded the *Wasp*, and as a result of his gallantry he was recommended for and received promotion for "eminent and conspicuous conduct in battle." Retired 1913.

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

Destroyer No. 134—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 28, 1811; died April 22, 1888. Appointed midshipman November 1, 1826; commissioned rear admiral July 1, 1870; took part in the Mexican War, 1846-47; present at the siege of Vera Cruz; commanded a boat expedition against the Mexicans and retook the brig *Truxtun*, which had been captured by the Mexicans. Civil War, 1861-1865, commanded the sloop-of-war *Varuna*, of Admiral Farragut's squadron, at the passage of Forts Jackson and St. Philip, April 24, 1862; she was attacked by two Confederate rams and badly damaged; was obliged to run into the bank, and ably fought to the last; 1863 commanded the *Juniata*, and special duty New York 1864-1866; 1867-1868 commanded the *De Soto* of the North Atlantic Squadron.

Destroyer No. 137—KILTY—named in memory of Rear Admiral Augustus H. Kilty; born in Maryland, died at Baltimore, Md., November 10, 1879. Appointed midshipman July 4, 1821; commissioned rear admiral July 13, 1870; served on the Pacific, Asiatic, Mediterranean, and African Stations; took part in operations of the squadron under Commodore George Reid against Quallah Battoo, February, 1832, in defense of American merchantmen. During the Civil War was conspicuous for his activity and bravery in 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.

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SUM'S
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Appointed midshipman March 4, 1823; commander September 9, 1853: cruised on the *Constitution*, Mediterranean Squadron, 1824–1828, and from 1830 to 1845 served in the Mediterranean, Pacific, and West India Squadrons. From 1845–1847 he was an instructor in the Naval Academy, Annapolis. In 1849–50 he commanded the *Vixen*, Home Squadron; 1856–57 commanded the *Jamestown*, African Squadron. On April 22, 1861, he proposed to the Navy Department the creation of a "flying flotilla" to operate in the opening of the Potomac River. He was appointed to fit out this flotilla and command it. On May 20, 1861, with the converted steamboat *Thomas Freeborn* and three other improvised gunboats, he attacked and silenced the Confederate batteries at Acquia Creek, Va., the first naval engagement of the Civil War. This engagement was followed by several others which cleared the bank of the river at that time. On June 27, 1861, he planned a landing expedition against Matthias Point, Va., and was killed during the bombardment while in the act of sighting one of the guns.

Destroyer No. 140—CLAXTON—named in memory of Midshipman Thomas Claxton; born in Baltimore, Md. Appointed a midshipman December 17, 1810; died of wounds received on board the *Lawrence* early in the Battle of Lake Erie. Congress awarded a sword to his nearest male relative and expressed deep regret for his loss and commended his name "to the recollection and affection of a grateful country and his conduct as an example to future generations."

Destroyer No. 141—HAMILTON—named in memory of Lieut. Archibald Hamilton. Appointed a midshipman May 18, 1809; acting lieutenant December 21, 1812; lieutenant July 24, 1813. He was attached to the *United States* October 25, 1812, and served gallantly in the engagement and capture of H. B. M. S. *Macedonian* by that vessel. Was chosen to bear the flags captured on that occasion to the Navy Department. Killed, January 15, 1815, on board the *President*, in the action between that vessel and the British ships of war *Endymion* and *Pomona*.

Destroyer No. 142—TARBELL—named in memory of Capt. Joseph Tarbell; born about 1780, and died at Norfolk, Va., November 24, 1815. He was appointed a midshipman December 5, 1798; captain July 24, 1813; served on the *Constitution* and other vessels of the Mediterranean Squadron 1800–1804, in the operations against Tripoli; June 19–23, 1813, commanded boat expedition against ships of the British squadrons off Craney Island and in the James River; commanded a flotilla of 15 boats, which after an action of an hour and a half drove off the enemy, sunk three of his boats, and took 43 prisoners. In these engagements 90 of the British were killed or wounded. The barge *Centipede*, belonging to Admiral Warren's flagship, was captured. Capt. Tarbell was highly commended by Commodore Cassin and the officers of the Army commanding forces ashore for his gallantry and assistance in the defense of Craney Island. He was included in the thanks of Congress to the officers and men of Commodore Preble's Squadron before Tripoli, 1804, and presented with a sword in recognition of his services.

Destroyer No. 143—YARNALL—named in memory of Lieut. John Joliffe Yarnall, born in Wheeling, W. Va., in 1786. Appointed midshipman January 11, 1809; lieutenant July 24, 1813; cruised in the *Chesapeake* and *Revenge* 1809–1812. He was first lieutenant of the *Lawrence* in the engagement on Lake Erie, September 10, 1813; was wounded several times, but refused to leave the deck. Left in command of the *Lawrence* when Perry went on board the *Niagara*; after the victory he was ordered to take the *Lawrence* with the wounded of Perry's Squadron to Erie; commended by Commodore Perry for his ability and bravery, he was included in the thanks of Congress and awarded a medal for his gallantry at the Battle of Lake Erie. He was on the *Guerriere* with Commodore Stephen Decatur in operations before Algiers and took part in the capture of the Algerine cruiser *Mahouda* June 17, 1815, being wounded during the engagement. He was transferred from the *Guerriere* to the *Epervier* for return to the United States, being the bearer of dispatches. The *Epervier* was lost with all on board, being last heard of in July, 1815.

Destroyer No. 144—UPSHUR—named in memory of Rear Admiral John Henry Upshur, U. S. Navy; born in Northampton County, Va., December 5, 1823; died at Washington, D. C., May 30, 1917; buried in Arlington Cemetery. Appointed a midshipman November 4, 1841; commissioned a rear admiral October 1, 1884. His first service was on the *Congress* in the Mediterranean Squadron. From 1842 to 1847 he was on the *St. Mary's* in the Gulf of Mexico and took part in the expedition against Tampico, and was with the naval battery at the bombardment of Vera Cruz March 10–25, 1847, War with Mexico. He was actively employed in the Mediterranean, East India, and African Squadrons; on ordnance duty Washington Navy Yard and U. S. Naval Academy from 1848 to 1851; was passed midshipman on the *Supply* with Commodore Perry's expedition to Japan, 1853–1856; during the Civil War took part in the capture of the forts at Hatteras Inlet and operations in the Sounds of North Carolina, 1861; served as executive officer of the frigate *Wabash* at the capture of Port Royal, S. C.; served in the South Atlantic blockading squadron and took part in operations against Charleston, S. C., 1862–63; participated in engagements of December, 1864, and January, 1865, resulting in the capture of Fort Fisher, N. C.; commanded the Pacific Squadron 1882–1884 and actively employed until retired in 1885.

Destroyer No. 145—GREER—named in memory of Rear Admiral James A. Greer, U. S. Navy; born in Ohio February 28, 1833; died at Washington, D. C., June 17, 1904. Appointed midshipman January 10, 1848; commissioned rear admiral April 3, 1892; 1848–1860 cruised on the home, Pacific, Paraguay expedition and African Squadron; Civil War, 1861–1865, on the *San Jacinto* when the Confederate commissioners were taken off the English steamer *Trent* by direction of Capt. Wilkes; special service on the *St. Louis* 1862–63; 1863–1865 attached to the Mississippi Squadron; commanded the ironclads *Carondelet* and *Benton* and a division of the squadron at the passage of Vicksburg April 16, 1863; fought the batteries at Grand Gulf for five hours April 29, 1863, in which 22 persons were wounded on the *Benton* by one of the emeny's shot; took part in the Red River expedition May, 1863; engaged in the combined attack on Vicksburg May 19, 1863, and almost constantly under fire during the 45 days' siege of Vicksburg; Red River expedition of March and April, 1864; commanded naval station at Mound City October and November, 1864; commanded the flagship *Black Hawk* until February, 1865; had charge of convoying Army transports up the Tennessee River February, 1865; 1866–67 commanded the *Mohongo*, North Pacific station; 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 a lieutenant commander March 3, 1899; saw much sea service from 1872 to 1900, and in 1901, while on the *Petrel*, was the first man to descend into the hold of the vessel when a fire was discovered, and while endeavoring to rescue seaman Patrick Tower he was overcome by suffocation and lost his life.

Destroyer No. 148—BRECKINRIDGE—named in memory of Ensign Joseph Cabell Breckinridge, U. S. Navy; born in Fort Monroe, Va., March 6, 1872. Appointed a midshipman September 28, 1887; ensign July 1, 1897; made his first cruise, after graduation, on the battleship *Texas*, where, on several occasions,

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he displayed remarkable coolness and ability in time of peril, in storms, and in controlling the turret machinery at the peril of his life, especially on the occasion when the ammunition hoist gave way and the shot was falling into the powder he sprang to the rescue and by his presence of mind saved the ship from probable instant destruction. His rescues of persons from drowning were many; and while serving on the *Cushing* he was washed overboard.

Destroyer No. 149, and Torpedo Boat No. 25—BARNEY—named in memory of Commodore Joshua Barney, U. S. Navy; born in Baltimore, Md., July 6, 1759; died in Pittsburgh, Pa., December 1, 1818. At an early age he went to sea in the merchant service, and at the commencement of the Revolutionary War served as a volunteer on the *Hornet*; was transferred to the *Wasp*, where he saw his first sea fight, and for gallantry on that occasion was promoted to lieutenant; awarded a medal by Congress. Owing to disagreement as to precedence, he declined a commission in the United States Navy in 1794; served in the French Navy 1797–1800. At the outbreak of the war of 1812 he again entered the United States Navy and had command of a fleet of gunboats built for the defense of Chesapeake Bay.

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

Destroyer No. 151, and Torpedo Boat No. 26—BIDDLE—named in memory of Capt. Nicholas Biddle, U. S. Navy; born in Philadelphia in 1750. In command of the *Andrea Doria* in 1775. He captured so many prizes that he had but five of his original crew when he returned to the Delaware River. In an engagement with the *Yarmouth* in March, 1778, his ship, the *Randolph*, blew up and Capt. Biddle and 300 men perished.

Destroyer No. 152, and Torpedo Boat No. 7—DU PONT—named in memory of Rear Admiral Samuel Francis Du Pont; born at Bergen Point, N. J., September 27, 1803; died in Philadelphia June 23, 1865. Appointed midshipman December 19, 1815; rear admiral July 16, 1862; commanded U. S. S. *Cyané* 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 enagagement 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, 1898, while serving on board the flagship of Commodore Schley, the U. S. S. *Brooklyn*. He was born in Peoria, Ill., October 26, 1875, and enlisted in the Navy as an apprentice seaman February 26, 1892. He served on the *Minnesota*, *Richmond*, *Monongahela*, *Chicago*, *Vermont*, *Dolphin*, *Columbia*, and *Brooklyn*. During the battle he was stationed to give the ranges shown by the stadimeter to the captain, who communicated them from time to time to the different divisions. Ellis went toward the side a second time to verify the range. He had advanced only a few feet when he was struck in the face by a large shell and killed. He was buried with honors at Camp McCalla, Guantanamo, and his remains were laid to rest in Evergreen Cemetery, Brooklyn, N. Y., November 28, 1898.

Destroyer No. 155—COLE—named in memory of Maj. Edward B. Cole, U. S. Marine Corps; born in Boston, Mass., September 23, 1879, and died June 18, 1918, from wounds received in action. Appointed from civil life, where he was regarded as one of the leading machine-gun experts in the country. Maj. Cole was in the first contingent of marines to go to France during the present war. In the Bois de Belleau, on June 10, 1918, he displayed such extraordinary heroism in organizing positions, rallying his men, and disposing of his guns that he was awarded the distinguished-service cross. During this battle he suffered the loss of his right hand and received wounds in the upper arm and both thighs, from which he died on June 18.

Destroyer No. 156—J. FRED TALBOTT—named in memory of the late Representative J. Fred C. Talbott; born near Lutherville, Baltimore County, Md., July 29, 1843. Was educated in the public schools, and began the study of law when he was 19 years of age, and admitted to the bar September 6, 1866. In 1871 he was made prosecuting attorney for Baltimore County. In 1877 was first elected to Congress, and served in the Forty-sixth, Forty-seventh, Forty-eighth, Fifty-third, Fifty-eighth, Fifty-ninth, Sixtieth, Sixty-first, Sixty-second, Sixty-third, and Sixty-fourth Congresses. He served 25 years on the Naval Affairs Committee, and worked untiringly in his efforts to secure a greater number of ships and increase in personnel.

Destroyer No. 157—DICKERSON—named in memory of former Secretary of the Navy, Mahlon Dickerson; born in Hanover, N. J., April 17, 1770; died in Suckasunny, N. J., October 5, 1853. He was graduated at Princeton in 1789, studied law, was admitted to the bar in 1793, and practiced with success in Philadelphia. In 1805–1808 he was quartermaster general of Pennsylvania, and in 1808–1810 recorder of the city court of Philadelphia. He returned to New Jersey, became judge of the supreme court and chancellor, and was elected a member of the legislature, 1811–1813. In 1815 he was elected governor of New Jersey, and at the close of his term was sent to the United States Senate. He was repeatedly reelected, serving from December 1, 1817, till March 2, 1833. President Jackson appointed him Secretary of the Navy June 30, 1834, in which post he was continued by President Van Buren, serving till June 30, 1838, when he was succeeded by James K. 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, Guyamas, and Mazatlan. In 1846, with

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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 7, 1893, and held that office until 1897. Died March 9, 1919.

Destroyer No. 161—PALMER—named in memory of Rear Admiral James Shedden Palmer; born in New Jersey, 1810; died of yellow fever at St. Thomas, West Indies, December 7, 1867. Appointed a midshipman January 1, 1825; commissioned a rear admiral July 25, 1866; cruised on the various stations; took part in the attack on Quallah Battoo and Mushie, island of Sumatra, and commanded the *Flirt* 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 Port Hudson March, 1863; 1864 commanded the naval station at New Orleans, from which he was ordered to command the West Gulf Squadron, after the battle of Mobile Bay, until February 21, 1865, when relieved by Admiral Thatcher; 1866 appointed to command the West India Squadron. He was highly commended by Admiral Farragut.

Destroyer No. 162—THATCHER—named in memory of Rear Admiral Henry Knox Thatcher; born in Thomaston, Me., May 26, 1806; died at Boston, Mass., April 5, 1880. Appointed a midshipman March 4, 1823; commissioned a rear admiral July 25, 1866; 1823-1862 cruised on the Pacific, Mediterranean, African, and Pacific stations, and held important positions at various shore stations; 1862-63 commanded the U. S. S. *Constellation* in the Mediterranean, watching for Confederate cruisers; 1864-65 commanded the U. S. S. *Colorado* and a division of the North Atlantic Blockading Squadron in the attacks on Fort Fisher, December 24-25, 1864, and January 13-15, 1865. After the fall of Fort Fisher he was appointed to command the West Gulf Squadron and immediately began active operations in cooperation with the Army against Mobile, which surrendered with the forts and batteries on the 12th of April, 1865. On May 10, 1865, the rebel naval forces in the waters of Alabama surrendered to Admiral Thatcher; the only remaining fortified points on the Gulf coast, Sabine Pass and Galveston, capitulated on the 25th of May and 2d of June, 1865. Admiral Thatcher was relieved of the command of the West Gulf Squadron and ordered north in the early part of 1866. His last duty was that of port admiral, Portsmouth, N. H., 1869-70. He was placed on the retired list May 26, 1868.

Destroyer No. 163—WALKER—named in memory of Rear Admiral John Grimes Walker; born in Hillsborough, N. H., March 20, 1835; died at Ogunquit, Me., September 15, 1907; buried at Arlington Cemetery. Appointed acting midshipman October 5, 1850; commissioned rear admiral January 23, 1894. During the Civil War he served with distinction on board the U. S. S. *Connecticut, Winona, Baron De Kalb,* and *Saco,* which vessels were engaged in operations on the Mississippi River and along the Atlantic coast. During the summer of 1862 he was present at engagements with Forts Jackson and St. Philip and Chalmette batteries at the capture of New Orleans, and took part in the operations against Vicksburg, including the passage of the batteries both ways. During the winter of 1862-63 participated in the operations against Haines Bluff, Arkansas Post; took part in the Yazoo Pass expedition, the attack on Fort Pemberton, and the capture of Yazoo City. During the siege of Vicksburg was in command of naval battery with Fifteenth Army Corps.

Destroyer No. 164—CROSBY—named in memory of Rear Admiral Peirce Crosby; born in Delaware County, Pa. Appointed midshipman June 5, 1838; commissioned rear admiral March 10, 1872; attached to line of battleship *Ohio* from 1838 until summer of 1841; attached to receiving vessel *Experiment* at Philadelphia; in 1842 was attached to the frigate *Congress* and sailed with her from Portsmouth, N. H., to the Mediterranean; served in her six months; was then transferred to the sloop *Preble,* and returned to the United States in the fall of 1843, and was then attached to the naval school at Philadelphia; served on the sloop *Decatur* six months in the Gulf of Mexico during the Mexican War; participated in the attack and capture of Tuxpam and Tobasco; was then transferred to the gunboat *Petrel* and served in her one year, until peace was declared in the summer of 1848. Civil War, 1861, served in the Chesapeake Bay, keeping open communication between Annapolis and Havre de Grace, capturing and destroying rebel vessels in the bay, and cutting off rebel supplies and communications. In the summer of 1861 he received orders and was attached to the frigate *Cumberland;* was detailed for duty on shore at Fortress Monroe; transported the troops across Hampton Creek on the night prior to the Battle of Big Bethel, also transported them on their return after their unsuccessful attempt to take that place; volunteered and took the steamer *Fannie* (a canal boat), secured her boilers temporarily down to the deck with chains, and proceeded with her, in company with the squadron, to the attack on Forts Hatteras and Clarke, in order to have a light-draft vessel to operate in landing troops at that place; superintended the landing of troops until the heavy surf swamped and broke up the boats and dashed them on the beach, when Lieut. Crosby took a ship's heavy launch and landed two more boatloads of troops, until the sea became so heavy that it threw the launch upon the beach, dashing all the crew out of her onto the shore. After thus having landed 300 men and officers, the squadron and transports, on account of the bad weather, stood off seaward, leaving the troops landed on the shore until the following day, when the squadron returned, opened fire, and captured the forts, which were garrisoned by over 700 men, who had been led to believe, by the display made by the troops landed, that their force was over 2,000 strong, as Lieut. Crosby succeeded in getting a strong picket thrown across the point in front of the enemy's batteries, thus preventing their making a reconnoissance or ascertaining the condition of and actual force of the Union troops, when the squadron returned on the following day and relieved them from their critical condition. In this way the Confederates were deceived, and our troops were saved from attack and probable capture, as nearly all the ammunition was wet, and the volunteer troops, being in a disorganized state, could not, in all probability, have successfully opposed double their number. In 1863, in command of the *Florida,* he destroyed two blockade runners at Masonboro Inlet while attempting to run the blockade, just at the break of day, and in so doing drew the sharp fire of flying batteries on shore; 1864 in command of the *Keystone State,* captured five more blockade runners and caused many others to throw overboard their cargoes in order to escape; 1864-65 commanded the *Metacomet* 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,

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and successfully cleared the track so as to allow the squadron to pass up safely to the city of Mobile. He retired on his own application October, 1883.

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

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

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

Destroyer No. 168—MADDOX—named in memory of Capt. William A. T. Maddox, U. S. Marine Corps; born in Maryland, and appointed from that State a second lieutenant in the Marine Corps October 14, 1837. The previous year he had served in the war with the Creeks and Seminole Indians as first lieutenant, commanding a company of volunteers under Gen. Jessup; 1845–1847, while serving on the sloop *Cyane*, Pacific Squadron, he landed at Monterey July 7, 1846, when the American flag was hoisted, thereby assisting in taking possession of the country, and hoisted the American flag at San Diego July 29, 1846; August 15, 1846, was appointed by Commodore Stockton to take command of two companies of mounted riflemen to proceed against Gen. Alvarado; on this march of 500 miles, near the mission of San Luis Obispo, after a sharp skirmish, made prisoners of a number of men and 15 officers; on September 18, 1846, was appointed, for services rendered, military commandant of the middle district of California, headquarters at Monterey; in the spring of 1847 he landed with a party of men to intercept a Mexican force expected near Rio Colorado, arriving May 15 at Monterey; attached to the frigate *Columbus* June 4, 1847, to March 2, 1848; at headquarters, Washington, 1848–1850: brevetted captain, to take rank from January 3, 1847, for gallant and meritorious conduct at the battle of Santa Clara on that date and in suppressing an insurrection at Monterey during the time he was commandant of the middle district of California; commanded the second company of marine battalion who fired on the mob in June, 1857, at Washington, thereby assisting in 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 13, 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 (now Light Mine Layer No. 11)—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 (now Light Mine Layer No. 12)—ANTHONY—named in memory of Sergt. Maj. William Anthony, U. S. Marine Corps; born in Albany, N. Y. Enlisted in the Marine Corps February 1, 1875, and with short intervals between reenlistments served almost continuously therein until June 26, 1899. Capt. C. D. Sigsbee, in a letter of April 8, 1898, called the attention of the Secretary of the Navy to the "soldierly conduct of 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 compartments 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 (now Light Mine Sweeper No. 13)—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."

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Destroyer No. 174 (now Light Mine Layer No. 14)—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 soul of the insurrection in the Philippines; a founder of societies, newspapers, and books devoted to favoring and making public rebellious and seditious ideas among the people, and the chief of filibusterism in the country."

Destroyer No. 175 and Torpedo Boat No. 17—MACKENZIE—named in memory of Lieut. Commander Alexander Slidell Mackenzie, U. S. Navy. Appointed midshipman in 1855; was killed in Formosa, June 13, 1867, while leading a party against the savages who had murdered the whole crew of the American bark *Rover* 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 Derne. The force consisted of mercenaries, together with Lieut. O'Bannon, one sergeant, and six privates of the Marine Corps. A march of 600 miles was made, and the force, which had been augmented by additional marines, arrived before Derne April 26, 1805. The works were shelled by the *Hornet*, *Nautilus*, and *Argus* on April 27, and in the afternoon the principal work was stormed by Lieut. O'Bannon and Midshipman Mann. The Tripolitan ensign was hauled down, and for the first time in the history of the country the flag of the Republic was hoisted on a fortress of the Old World. The enemy was driven out of the work with so much precipitation that he left his guns loaded and even primed. The guns were immediately turned upon the town. Gen. Eaton was wounded and Lieut. O'Bannon, with a detachment under his command, took possession of the battery, planted the American flag upon its ramparts, and turned its guns upon the enemy. The attack was made by about 1,200 men, while the place was supposed to be defended by 3,000 or 4,000 men.

Destroyer No. 178—HOGAN—named in memory of Ordinary Seaman Daniel Hogan, U. S. Navy, who entered the United States Navy from Boston, Mass., 1811, on the U. S. schooner *Revenge*, commanded by Lieut. O. H. Perry. January 9, 1811, the *Revenge* was wrecked in Newport Harbor during a heavy fog. Transferred to the U. S. S. *Constitution* February 18, 1811. On the *Constitution* during the engagement with the British frigate *Guerriere*, and when the flag was shot away from the foretop-gallant masthead he climbed up and lashed it in place in the face of the firing. Remained on the *Constitution* and, in the fight between that ship and the *Java*, January 3, 1813, was severely wounded, losing the fingers of both hands. He died September 1, 1818. His address was given as New York City and it is supposed that he died there.

Destroyer No. 179—HOWARD—named in memory of Acting Ensign Charles W. Howard; appointed acting master's mate October 7, 1862; acting ensign May 1, 1863; and acting master October 6, 1863; died October 6, 1863, of wounds received in action at Charleston, S. C. Served on the ironclad *New Ironsides*, South Atlantic Blockading Squadron, and took part in operations against defenses of Charleston Harbor; dangerously wounded by rifle shot from the *David* that attacked the *New Ironsides*, and attempted to blow her up in Charleston Harbor on the night of October 5, 1863; promoted October 6, 1863, for his conspicuously brave conduct while in charge of the deck when the *Ironsides* was attacked; department was asked to confirm this appointment by the captain of the *Ironsides*, which was done October 16, 1863, after his death.

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

Destroyer No. 181—HOPEWELL—named in memory of Midshipman Pollard Hopewell. Appointed a midshipman June 4, 1812; served on the *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 Macdonough, 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.

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Destroyer No. 187 and torpedo boat No. 9—DAHLGREN—named in memory of Rear Admiral John Adolphus Dahlgren, U. S. Navy; born in Philadelphia, November 19, 1809; died at the navy yard, Washington, July 12, 1870. Appointed midshipman, February 1, 1826; rear admiral, February 7, 1863; was twice Chief of Bureau of Ordnance; perfected invention of the famous Dahlgren gun, and introduced howitzers ashore and afloat.

Destroyer No. 188 and torpedo boat No. 20—GOLDSBOROUGH—named in memory of Rear Admiral Louis Malherbes Goldsborough, U. S. Navy; born in Washington, D. C., February 18, 1805; died in Washington, February 20, 1877. Warranted midshipman when only a little more than 7 years of age, June 18, 1812; was commissioned rear admiral July 16, 1862. In September, 1827, while convoying a fleet of merchant vessels, one of the convoy, an English vessel named *Comet*, was attacked and carried off by Greek pirates. After a fierce fight, in which 90 of the pirates were killed, the *Comet* was rescued, and he received the thanks of the British Government. He was appointed flag officer at the outbreak of the Civil War, and September, 1861, planned and took part in the joint Army and Navy expedition to the sounds of North Carolina, and participated in the capture of Roanoke Island February 5, 1862.

Destroyer No. 189—SEMMES—named in memory of Commander Raphael Semmes, U. S. Navy; born in Charles County, Md., September 27, 1809; died in Mobile, Ala., August 30, 1877. Appointed a midshipman April 1, 1826; commissioned commander September 14, 1855. At the beginning of the War with Mexico he was made flag lieutenant under Commodore David Conner, commanding the squadron in the Gulf, and in the siege of Vera Cruz was in charge of a naval battery on shore. April 28, 1847, he was ordered into the interior of Mexico on a special mission, and went to the City of Mexico with the Army as aid to Gen. Worth. He served for several years as inspector of lighthouses on the Gulf coast, and in 1858 became secretary of the Lighthouse Board at Washington.

Destroyer No. 190—SATTERLEE—named in memory of Capt. Charles Satterlee, U. S. Coast Guard; born in Essex, Conn., September 14, 1875. Appointed a cadet in the Revenue Service November 19, 1895; promoted to the grade of captain in the Coast Guard September 1, 1915. In 1908 he was assigned as supervisor of anchorages at Sault Ste. Marie, Mich., which duty included the command of the cutter *Mackinac*. In 1909 he was ordered to the *Tahoma*, then fitting out at Baltimore, Md., for a cruise to the Pacific. From 1910 to 1913 he was assistant inspector of life-saving stations. On September 26, 1918, while in command of the *Tampa*, which was escorting a convoy of vessels in Bristol Channel, England, she was sunk by an enemy torpedo and all hands were lost.

Destroyer No. 191—MASON—named in memory of the Hon. John Young Mason, Secretary of the Navy, 1844-45, 1846-1849; born in Greene County, Va., April 18, 1799; died in Paris, France, October 3, 1859. Graduated from the University of North Carolina in 1816; studied law at Litchfield, Conn.; was admitted to the bar in 1819, and practiced with great success in Southampton County, Va.; he was successively a member of the Legislature of Virginia and of the State constitutional convention of 1829; a Member of Congress from 1831 to 1837 and chairman of Committee on Foreign Affairs, and judge of the United States district court and of the circuit court of Virginia. In 1844 he was appointed Secretary of the Navy by President Tyler, and in 1845 President Polk made him Attorney General of the United States, but in the next year he was again placed at the head of the Navy Department. In 1849 he removed to Richmond, Va., and resumed the practice of law. He was president of the Virginia constitutional convention of 1850. In 1853 he was appointed United States minister to France, and was reappointed by President Buchanan, remaining in that post until his death. He was buried at Hollywood, Richmond, Va.

Destroyer No. 192—GRAHAM—named in memory of the Hon. William A. Graham, Secretary of the Navy 1850-1852; born in Lincoln County, N. C., September 5, 1804; died at Saratoga Springs, N. Y., August 11, 1875. He was graduated from the University of North Carolina in 1824, was admitted to the bar in 1826, and entered practice at Hillsboro. From 1833 he was repeatedly elected to the House of Commons, of which in 1839-40 he was speaker. In 1840-1843 he was in the United States Senate, in 1844 and 1846 he was elected Whig governor of North Carolina, and declined a third term, and from 1850-1852 was Secretary of the Navy, in which capacity he organized Perry's expedition to Japan.

Destroyer No. 193—ABEL P. UPSHUR—named in memory of the former Secretary of the Navy Abel P. Upshur; born in Northampton County, Va., June 17, 1790; killed on the U. S. S. *Princeton* near Alexandria, Va., February 28, 1844. He studied law and was admitted to the bar in 1810; elected to the State Legislature of Virginia in 1826; judge of the general court in 1829. On September 13, 1841, he was appointed Secretary of the Navy and held that position until July 23, 1843, when he became Secretary of State. On February 28, 1844, he accompanied a party of distinguished persons down the Potomac on the U. S. S. *Princeton* to witness some experiments in firing a new iron gun of unusual size. On the return trip the gun was fired a third time and burst, killing six and wounding a number of those on board.

Destroyer No. 194—HUNT—named in memory of former Secretary of the Navy William Henry Hunt; born in Charleston, S. C., in 1824; died in St. Petersburg, Russia, February 27, 1884. Was educated at Yale College and removed to New Orleans, where he was admitted to the bar. In March, 1876, he was appointed attorney general of the State of Louisiana, 1878 judge of the Court of Claims, 1881 Secretary of the Navy; he subsequently served as minister to Russia, where he died.

Destroyer No. 195—WELBORN C. WOOD—named in memory of Cadet Welborn Cicero Wood, U. S. Navy; born in Georgia, January 15, 1876; killed in action September 17, 1899, at Orani, Philippine Islands. Appointed naval cadet from Georgia September 6, 1895; graduated from the United States Naval Academy, Annapolis, Md., in January, 1899. Ordered to duty in the Asiatic Station. On September 17, 1899, while commanding the gunboat *Urdaneta*, engaged in patrolling the Orani River, Manila Bay, for the purpose of preventing the introduction of supplies of food and materials of war to the insurgent Filipinos, the vessel went aground in the mud and was attacked by a band of insurgents. In the engagement which followed Cadet Wood was killed and all under his command were either killed or captured.

Destroyer No. 196—GEORGE E. BADGER—named in memory of former Secretary of the Navy George Edmund Badger; born in Newbern, N. C., April 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 25, 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,

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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, 1882-1885; 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 Taliaferro. 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, 1888, when he was retired.

Destroyer No. 211—ALDEN—named in memory of Rear Admiral James Alden, U. S. Navy; born in Portland, Me., March 31, 1810; died at San Francisco, Calif., February 6, 1877. Appointed midshipman April 1, 1828; rear admiral June 19, 1871. He made first cruise in the Mediterranean Squadron. During the Mexican War, 1847-48, he was attached to the home squadron and participated in the capture of Vera Cruz; Civil War, 1861, commanded the U. S. S. *South Carolina*, which reinforced Fort Pickens; April, 1862, was actively engaged in operations on the Mississippi River and at Mobile Bay with Admiral Farragut; 1869-1871, Chief of Bureau of Navigation. He retired in 1871.

Destroyer No. 212—SMITH THOMPSON—named in memory of former Secretary of the Navy Smith Thompson; born in Stanford, Dutchess County, N. Y., January 17, 1768; died in Poughkeepsie, N. Y., December 18, 1843. Was graduated from Princeton College in 1788; associate justice of the Supreme Court of the State of New York 1802-1814; chief justice 1814-1818, when he was made Secretary of the Navy. He was later appointed Associate Justice of the Supreme Court of the United States, which position he held at the time of his death.

Destroyer No. 213—BARKER—named in memory of Rear Admiral Albert S. Barker, U. S. Navy; born in Hanson, Mass., March 31, 1845; died at Washington, D. C., January 30, 1916. Appointed midshipman October 25, 1859; commissioned rear admiral October 10, 1899. After graduating from the Naval Academy, in 1862, he was ordered to the U. S. S. *Mississippi* and took part in the bombardment and passage of forts below New Orleans and the capture of that city; was on the *Mississippi* when she got ashore and was set on fire to prevent her capture; transferred to the *Monongahela* and took part in operations of the West Gulf Blockading Squadron until August 9, 1863, when ordered to the *Niagara* for special service. After the close of the Civil War he held various prominent positions ashore. During the Spanish-American War he commanded the *Newark* and participated in the bombardment of Santiago July 1, 1898; commanded the *Oregon* August 2, 1898, to May 29, 1899, on special service in the Pacific. His last duty afloat was commander in chief of the Atlantic Fleet, 1903-1905.

Destroyer No. 214—TRACY—named in memory of the Hon. Benjamin Franklin Tracy, Secretary of the Navy, 1889-1893; born in Oswego, N. Y., April 26, 1830; died in 1915. He was educated at Oswego Academy, and was admitted to the bar in 1851. In 1861 he was a member of the State assembly; 1862 he recruited the 109th and 137th New York Volunteers and became colonel of the former. For his gallantry in the Battle of the Wilderness he received the congressional medal of honor in 1895. At the close of hostilities he was brevetted brigadier general of volunteers. From 1866 to 1873 he was United States district attorney of New York, and from 1881 to 1883 was associate judge of the State court of appeals. As Secretary

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of the Navy, 1889–1893, he did such important work in increasing the number of battleships and raising the standard of the service to a high level that he has been called the "Father of the Navy."

Destroyer No. 215—BORIE—named in memory of former Secretary of the Navy Adolph Edward Borie; born in Philadelphia, November 25, 1809; died there February 5, 1880. In 1826 he was graduated from the University of Pennsylvania and went to Paris to complete his education. After spending several years abroad he returned to the United States and entered into mercantile pursuits. He gave large sums toward the enlistment and care of soldiers during the Civil War. On March 5, 1869, he became Secretary of the Navy.

Destroyer No. 216—JOHN D. EDWARDS—named in memory of Lieut. John Davis Edwards, U. S. Navy, born in Isle of Wight County, Va., August 2, 1885; died at sea, October 9, 1918. Appointed warrant machinist, December 31, 1908; ensign, July 30, 1914; lieutenant, October 15, 1917; attached to U. S. S. *Shaw*, cruising in British waters; killed when the *Shaw* was rammed in collision with the British troopship *Aquitania*.

Destroyer No. 217, and Destroyer No. 15—WHIPPLE—named in memory of Capt. Abraham Whipple, U. S. Navy; born in Providence, R. I., September 16, 1733; died in Marietta, Ohio, May 29, 1819. He early in life commanded vessels in the West India trade. Toward the close of the French War, 1759–60, he won distinction while in command of the *Gamecock*; captured while on her 23 prizes. June 18, 1772, he commanded the party of volunteers who captured and burned the British revenue schooner *Gaspee*, which ran ashore while in chase of the Providence packet *Hannah*. This was considered the first overt act of resistance against Great Britain by the Colonies. June, 1775, Rhode Island sent out two vessels under Whipple, who captured and brought in the *Rose*. December 22, 1775, Congress appointed Capt. Whipple third on the list of captains in the Continental Navy and gave him command of the *Columbus*. August of this same year, off the northeast coast of America, Capt. Whipple captured the *Royal Exchange*, with valuable cargoes. The *Columbus* was chased ashore on Point Judith and burned April 1, 1778. Upon the rearrangement of the officers of the Continental Navy, October 10, 1776, Whipple was placed No. 12 on the list and the *Providence* assigned to him. In her he made many prizes and was captured on her at Charleston, S. C., May 12, 1780, and kept a prisoner until the close of the war.

Destroyer No. 218—PARROTT—named in memory of Lieut. George Fountain Parrott, jr., U. S. Navy; born in North Carolina, December 23, 1887; died at sea, October 9, 1918. Appointed midshipman July 3, 1906; lieutenant (junior grade) March 7, 1915; attached to the U. S. S. *Shaw*. Lieut. Parrott died in the performance of duty.

Destroyer No. 219—EDSALL—named in memory of N. E. Edsall, seaman, U. S. Navy; born in Columbus, Ky., June 3, 1873; killed by hostile natives near Apia, Samoa, April 1, 1899, while attached to the U. S. S. *Philadelphia*. Enlisted in the United States Navy as seaman June 27, 1898. On April 1, 1899, while attached to the U. S. S. *Philadelphia*, he went ashore with a party under command of Lieut. Lansdale, United States Navy, to suppress the hostile natives near Apia, Samoa. The thicket was so dense that when the order to retreat was sounded it was not possible for the different parts of the expedition to render each other mutual support. Lieut. Lansdale was wounded below the knee and was incapable of marching. Edsall was mortally wounded while assisting Lieut. Lansdale to a place of safety, showing a spirit of bravery and self-sacrifice in keeping with the standards of the Navy.

Destroyer No. 220—MACLEISH—named in memory of Lieut. Kenneth MacLeish, U. S. Navy Reserve Force; born in Glencoe, Ill., September 19, 1894. After serving in the United States Naval Reserve Force as an enlisted man from March 24, 1917, he was appointed ensign in the Naval Reserve Flying Corps August 31, 1917. On October 13, 1917, he was ordered to aviation duty in France; commissioned lieutenant (junior grade) March 23, 1918; commissioned lieutenant July 1, 1918. Detached from duty at Clermond Ferrand July 2, 1918, and ordered to Dunkerque on August 18, 1918; ordered to duty with Northern Bombing Group, Paris, France, where he took part in many air raids over the enemy's lines. While on a raid with the R. A. F. Squadron No. 213 the squadron was attacked by a large number of enemy planes. In the engagement which ensued MacLeish's plane was shot down and he was instantly killed. He was considered one of the best pilots of this group. Reported battle casualty No. 1224 by the Fifth Corps R. A. F. on October 15, 1918.

Destroyer No. 221—SIMPSON—named in memory of Rear Admiral Edward Simpson, U. S. Navy; born in New York City, March 3, 1824; died in Washington, D. C., December 1, 1888. Appointed midshipman February 11, 1840; rear admiral February 9, 1884; 1840–1843 attached to line of battleship *Independence*; 1845 *Congress*, Brazil Station. War with Mexico—1845 attached to the *Vixen* and took part in the attack on forts of Alvarado, 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* 1863–64 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 *Pictou* and merchant vessels; February 20, 1815, captured H. B. M. S. *Cyane* and *Levant*, after spirited engagement; 1820–1824 commanded Pacific Squadron; successfully vindicated rights of American commerce; 1830–1832 Navy commissioner, included in thanks of Congress for gallant conduct in war with Tripoli and awarded sword. Thanks of Congress and gold medal for service in War of 1812. By special act of Con-

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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, 1920. Graduate of Bowdoin, Edinburgh, and Tufts Colleges; promoted to Rear Admiral and given the thanks of Congress by special act of March 30, 1911; assistant engineer of Nicaragua Ship Canal Co. under Government orders 1884–85; in charge of Nicaragua Canal survey 1887–88; invented rolling lock gates for the canal. His first Arctic expedition was in 1886; chief of the Arctic expedition sent by the Academy of Science, Philadelphia, Pa., 1891; commanded Arctic expedition, 1898–1902; named the most northerly land in the world Cape Morris Jessup; July, 1905, sailed on the S. S. *Roosevelt* for the Arctic regions; returned in October, 1906, having reached "highest north." July, 1908, sailed on eighth Arctic expedition. In April, 1909, made his final dash of 130 miles to the North Pole in five days, reaching it April 6, 1909. He received honors from the scientific societies of Europe and America for his distinguished services in Arctic explorations and discoveries; was the author of numerous books on the North Pole and polar travel.

No. 227—PILLSBURY—named in memory of Rear Admiral John E. Pillsbury, U. S. Navy; born in Lowell, Mass., December 15, 1846; died in Washington, D. C., December 30, 1919; buried at Arlington National Cemetery. Appointed midshipman September 22, 1862; ensign December 18, 1868; master March 21, 1870; lieutenant January 1, 1872; lieutenant commander July 14, 1892; commander August 10, 1898; captain November 21, 1902; rear admiral July 4, 1908, retired in 1909; served on various stations afloat and ashore. From 1884 to 1891 he commanded the coast steamer *Blake* and did excellent scientific work, using in some of his researches instruments of his own invention. In the Spanish-American War he commanded the dynamite cruiser *Vesuvius*, operating around the island of Cuba and in the vicinity of Morro Castle. In 1905 he served as chief of staff of the North Atlantic Fleet; 1908–9 was chief of the Bureau of Navigation. Although Admiral Pillsbury's attainments as a sailor and fighting man were noteworthy, he was perhaps best known as being one of the foremost geographers of the world. He was actively identified with the National Geographic Society for many years, and was president of this society at the time of his death. His best known work was in connection with the investigation of the Gulf Stream, and his writings on that subject are accepted as the most authoritative in the world.

Destroyer No. 228—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 third assistant engineer July 3, 1863; promoted to first assistant engineer June 6, 1868; passed assistant engineer February 27, 1874; chief engineer December 27, 1890; commander March 3, 1899 captain March 5, 1902; rear admiral May 19, 1902; served during the Civil War 1862–1865: attached to the West Gulf Blockading Squadron 1863–1865; took part in operations at the recapture of Baton Rouge, passage of Port Hudson, and engagements at other points on the Mississippi River; second assistant engineer of the U. S. S. *Richmond* at the Battle of Mobile Bay, August 5, 1864; attached to the *Sacramento* when she was wrecked off the coast of India in June, 1867; cruised on various stations and held important posts on shore: 1894–1896 attached to the *Brooklyn*; 1898 fleet engineer of the Pacific Station, on the *Baltimore*, which vessel was later transferred to the Asiatic Station. As fleet engineer he took part in the Battle of Manila Bay, May, 1898, and operations at Cavite, Sangley Point, capture of forts at Corregidor and Manila. He was advanced three numbers for "eminent and conspicuous service in battle." He was retired in May, 1902, but retained on active duty as inspector of machinery and ordnance at Sparrows Point and Baltimore, Md., until December 25, 1908.

Destroyer No. 229 and destroyer No. 14—TRUXTUN—named in memory of Commodore Thomas Truxtun, 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 *Providence*, he captured many prizes. In command of the *Ranger* at Quiberon Bay, February 14, 1778, he received from the French fleet the first salute to the Stars and Stripes. In the *Ranger* he captured the British sloop of war *Drake*. He was the terror of British shipping and seaport towns. While in command of the *Bonhomme Richard*, in 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—HATFIELD—named in memory of Midshipman John Hatfield. Appointed a midshipman June 18, 1812; volunteered for duty on Lake Ontario under Commodore Isaac Chauncey; killed in the attack on York, Canada. He was in the detachment of officers and men from the U. S. S. *Lady of the Lake*.

Destroyer No. 232—BROOKS—named in memory of First Lieut. John Brooks, jr., U. S. Marine Corps. Appointed a second lieutenant October 1, 1807; promoted first lieutenant January 30, 1809. He served at various stations of the Marine Corps and was commanding officer of the marine guard aboard the vessel *Lawrence* during the War of 1812 and was killed in the engagement between the American and British fleets on Lake Erie, September 10, 1813.

Destroyer No. 233—GILMER—named in memory of former Secretary of the Navy Thomas Walker Gilmer; born in Virginia; died near Washington, D. C., February 28, 1844. Served for many years in the Virginia State Legislature and for two sessions as speaker. In 1840–41 he was governor of Virginia. On February 15, 1844, he was appointed Secretary of the Navy, and 10 days later he was killed by the bursting of a gun on board the U. S. S. *Princeton*.

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Destroyer No. 234 and torpedo boat No. 13—Fox—named in memory of Hon. Gustavus Vasa Fox, Assistant Secretary of the Navy; born in Saugus, Mass., June 13, 1821; died at Lowell, Mass., October 29, 1883; buried in Rock Creek Cemetery, Washington, D. C. Appointed midshipman, United States Navy, January 12, 1838, was given the rank of lieutenant and resigned July 10, 1852. During the Mexican War he served on the brig *Washington* and took active part in the second expedition against Tobasco, in which the town was captured. At the commencement of the Civil War he volunteered for service and was given a temporary appointment in the Navy. August 1, 1861, he was appointed Assistant Secretary of the Navy by President Lincoln; held the position until the close of the war. In 1866 he was sent on a special mission to Russia on board the monitor *Miantonomoh*, which was the first vessel of this class to cross the Atlantic.

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

Destroyer No. 236—Humphreys—named in memory of Naval Constructor Joshua Humphreys; born in Haverford, Pa., June 17, 1751; died at Reading, Pa., January 12, 1838. In the Revolutionary War he was commissioned by the Pennsylvania Committee of Safety to build a "galley," which is said to have been the first armed vessel built during that war. When the Navy was reorganized by act of Congress, March 27, 1784, he was appointed to prepare plans for six ships to be built for the Government. Was commissioned naval constructor June 28, 1794.

Destroyer No. 237—McFarland—named in memory of Seaman John McFarland, U. S. Navy. Entered the Navy as seaman December 24, 1861; was attached to the West Gulf Blockading Squadron, on board the U. S. S. *Hartford;* was rated captain of the forecastle; had the station at the wheel in every engagement in which the *Hartford* participated; displayed great coolness and intelligence and was commended by his commanding officers; was awarded the medal of honor for his gallant and meritorious service.

Destroyer No. 238—James K. Paulding—named in memory of former Secretary of the Navy James Kirke Paulding; born in Nine Partners, Dutchess County, N. Y., August 27, 1778; died at Hyde Park in the same county, April 5, 1860. From 1815 to 1823 he was secretary of the first Board of Navy Commissioners. After having filled the office of Navy agent at the port of New York for 12 years, he resigned to become Secretary of the Navy July 1, 1838.

Destroyer No. 239—Overton—named in memory of Capt. Macon C. Overton, U. S. Marine Corps; born in Union Point, Ga., August 18, 1890; died in France November 1, 1918. On June 13, 1918, he was recommended for reward by his regimental commander for successfully carrying out an assault on a supposedly impregnable machine-gun nest in the Bois de Belleau. This assault was made under heavy fire of machine guns and grenades, and its success against tremendous odds gave the enemy the severest single blow that it suffered throughout the operations in the Bois de Belleau; awarded croix de guerre with palm for remarkable bravery and tenacity in an engagement, July 19, 1918, near Vierzy; awarded croix de guerre with silver star and palm for brilliantly leading his men on a machine-gun nest; awarded distinguished-service cross for extraordinary heroism in action near Mount Blanc, October 2-10, 1918, where his gallantry was an inspiration to his men; awarded oak-leaf cluster for displaying remarkable courage at St. George, November 1, 1918, where he was fatally wounded when guiding a tank forward against an enemy machine-gun position. He was an officer of distinguished ability, great tenacity, and fearless courage.

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

Destroyer No. 241—Childs—named in memory of Lieut. Earle W. F. Childs, U. S. Navy; born in Philadelphia, Pa., August 1, 1893. Appointed midshipman July 10, 1911; ensign September 6, 1915; lieutenant (junior grade) July 1, 1917; lieutenant October 15, 1917. While attached to the U. S. S. *A L-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. *Euthergten* and all on board were lost March 7, 1918.

Destroyer No. 242—King—named in memory of Commander Frank R. King, U. S. Navy; born at Montevallo, Ala., October 15, 1884; died at sea July 12, 1919, when the United States trawler *Richard Buckley* was sunk by an exploding mine. Appointed midshipman from Alabama in 1903; ensign, February 12, 1909; commissioned lieutenant (junior grade) February 12, 1912; commissioned lieutenant August 1, 1915; lieutenant commander August 31, 1917; commander September 21, 1918; placed in command of the trawler *Richard Buckley* July 7, 1919; lost at sea July 12, 1919, when that vessel struck a mine which exploded near the stern, sinking the ship in seven minutes. Commander King exerted himself to see that all were saved, and remained on the bridge until the last, going down with the ship.

Destroyer No. 243—Sands—named in memory of Rear Admiral Benjamin F. Sands, U. S. Navy, and Rear Admiral James H. Sands, U. S. Navy. Rear Admiral Benjamin F. Sands was born in Baltimore, February 11, 1811; died in Washington, D. C., June 30, 1883. Appointed midshipman April 1, 1828; rear admiral April 27, 1891; 1830-1846 cruised in the Brazil, West India, and Mediterranean squadrons; 1847 attached to the home squadron, took part in the Mexican War at Tobasco and Tuspan; 1863 commanded the *Dacotah*, North Atlantic blockading squadron, and participated in the engagement with Fort Caswell; in command of Fort Jackson 1864-65 and took part in attacks on Fort Fisher December 24-25 and January 13-15, 1865; commanded division on the blockade of Texas from February to June, 1865, and took formal possession of Galveston and hoisted the United States flag over that city; 1867-1873 superintendent of the Naval Observatory; retired 1874.

Rear Admiral James H. Sands was born in Washington, D. C., July 12, 1845; died there October 27, 1911. Appointed midshipman November 25, 1859; commissioned rear admiral April 11, 1902; cruised on European, Asiatic, and other stations. Civil War, served with North Atlantic blockading squadron on the U. S. S. *Tuscarora* and the U. S. S. *Shenandoah;* took part in both attacks on Fort Fisher, December, 1864, and January, 1865, and was recommended for distinguished gallantry. 1865-1868 he was attached to the *Hartford*, East India Squadron; commended for gallantry in skirmishes with savages at Formosa; 1869-1870 European Station; 1871-72 commanded *California*, Pacific Station; 1898 commanded the U. S. ships *Columbia* and *Minneapolis*. Superintendent of the Naval Academy July 1, 1905, to July, 1907.

Destroyer No. 244—Williamson—named in memory of Lieut. Commander William Price Williamson, U. S. Navy; born in Norfolk, Va., August 10, 1884. Appointed midshipman, June 29, 1903; ensign, September 13, 1908; lieutenant (junior grade), September 13, 1910; lieutenant, July 1, 1914; lieutenant commander, August 31, 1917. Served, 1907-1909, battleship *Kansas*, Atlantic Fleet; 1910-11, duty in the Bureau of Ordnance (instruction); 1912-1914, battleship *Utah*, flagship, Atlantic Fleet; 1915-16, inspection duty, Bureau of Ordnance; 1916-17, ordnance duty, Olongapo, P. I.; 1918, April 4, ordered to duty in connection with the fitting out of the *Orizaba*, and when the vessel was commissioned became her executive officer. He was killed instantly by explosion of a depth charge on that vessel August 17, 1918.

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SUM'S
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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 *Constellation*, 1779-1800, and took part in engagements with *L'Insurgente* and *La Vengeance;* saw active service in the operations against Tripoli, 1803-1805; volunteered and was one of the party that boarded the *Philadelphia* in the harbor of Tripoli and assisted in her destruction after capture; was wounded in the fierce fight; took part in the engagement of August 3, 1804, between the Tripolitan boats and the gunboats of the United States; saved the life of Capt. Decatur when, in a hand-to-hand fight, he was knocked down by a Tripolitan and the 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 *Macedonian;* was wounded on the *President* in her running fight of six hours with the British squadron, January 15, 1815; made prisoner until close of the war, then returned to the United States.

Destroyer No. 246 and Destroyer No. 1—BAINBRIDGE—named in honor of Commodore William Bainbridge, U. S. Navy; born in Princeton, N. J., May 7, 1774; died in Philadelphia, Pa., July 28, 1833; buried in Christ Churchyard, Philadelphia. Appointed lieutenant, United States Navy, August 3, 1798; promoted to captain May 20, 1800; distinguished service in War with France; March 7, 1803, ordered to command the frigate *Philadelphia;* served in the Tripolitan War; captured on the *Philadelphia* in the harbor of Tripoli December 29, 1803; held prisoner by the Tripolitans until June 3, 1805; War of 1812, commanded the U. S. S. *Constitution*, engaged and captured H. B. M. S. *Java* December 25, 1812; severely wounded in this engagement; awarded gold medal by Congress for gallantry, and received thanks of Congress; held position of navy commissioner 1824-1827.

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

Destroyer No. 248 and Destroyer No. 2—BARRY—named in memory of Commodore John Barry, U. S. Navy; born in Ireland in 1747. Died September 13, 1803, at his country place, "Strawberry Hill," near Philadelphia, Pa. He received one of the first commissions in the Navy. In 1776, in command of the *Lexington*, he captured the British schooner *Edward*, the first Navy prize. In 1781, while returning from conveying to France our minister, Laurens, in the *Alliance*, he captured the *Atlanta* and *Trepassa*, although he was severely wounded. He held many important commands and was one of the bravest and most daring of officers. He was the third commander in chief of the Navy.

Destroyer No. 249 and Destroyer No. 6—HOPKINS—named in memory of Commodore Esek Hopkins, Continental Navy; born in Scituate, R. I., April 26, 1718; died in Providence, R. I., February 26, 1802; buried in Providence. Appointed commander in chief of the Continental Navy December 22, 1775, the only officer of the Navy to hold that rank; he successfully harassed the enemy; sailed with his 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, 1903; buried in Arlington National Cemetery. Appointed midshipman October 7, 1847, commissioned rear admiral February 12, 1889; 1856-57, East India squadron; took prominent part in engagements with the Barrier Forts, Canton River, China, November, 1856. Actively engaged in the Civil War, 1861-65; commanded a division of boats from the U. S. S. *St. Louis*, in reinforcement of Fort Picken, Fla., April, 1861; participated in the operations in Charleston Harbor; commanded the ironclad *Canonicus* in attacks on Fort Fisher, N. C., December 24-25, 1864, and January 13-15, 1865, resulting in their surrender; after this returned to Charleston, S. C., and fired the last gun against its defenses; in 1867-68 commanded the U. S. S. *Hartford*, Asiatic Station, and was in command of the expedition against Formosa. 1873-74 performed important duty, surveying, in the Pacific; held important positions at sea and ashore from 1875 until retired, January 22, 1894

Destroyer No. 252—MCCOOK—named in memory of Commander Roderick S. McCook: born in New Lisbon, Ohio, March 10, 1839: died at Vineland, N. J., February 13, 1886. Appointed midshipman September 21, 1854; commander, September 25, 1873; cruised on the coast of Africa, 1859-1861; took part in the capture of slavers; Civil War—on the *Minnesota* at capture of forts at Hatteras Inlet; transferred to the *Stars and Stripes* at battle of Roanoke Island February 7-8, 1862; commanded the naval howitzer battery on shore at the battle of New Bern, N. C.; commanded the *Stars and Stripes* in sounds of North Carolina and 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, 1905; 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.

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

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

Destroyer No. 256—BANCROFT—named in memory of the Hon. George Bancroft, Secretary of the Navy, 1845-46; born at Worcester, Mass., October 3, 1800. In 1823 he published a volume of verse, and with Dr. Joseph G. Cogswell opened a school at Northhampton. In the next year he published a translation of his former teacher, Heeren's Politics of Ancient Greece; in 1826 an oration advocating universal suffrage as the foundation of true democracy; in 1834 the first volume of his great historical work, the History of the United States. In 1830 wrote a political address to the people of his State, at the request of the young men's Democratic convention, and giving up his school moved to Springfield, Mass., where he gave himself up wholly to historical studies until, in 1838, he was made collector of the port of Boston. In 1845 he was appointed Secretary of the Navy, and his management was marked by the establishment of the Naval Academy at Annapolis, which was devised and organized on his sole initiative by an ingenious straining of executive authority. He also fostered the work of the Washington Observatory and raised the standard of professional instruction. From 1846 to 1849 he was minister to Great Britain; 1867 minister to Prussia; to the North German Confederation in 1868, and to the new German Empire in 1871. From this post he was recalled at his own request in 1874. While minister at Berlin he assisted in the settlement of the Northwest boundary dispute between the United States and Great Britain.

Destroyer No. 257—WELLES—named in memory of the Hon. Gideon Welles, Secretary of the Navy, 1861 to 1869; born in Glastonbury, Conn., July 1, 1802; died in Hartford, Conn., February 11, 1878. 1827-1835 was a member of the State legislature; 1835, 1842, and 1843 was State comptroller, serving as postmaster of Hartford in the intervening years. From 1846 until 1849 he was chief of the Bureau of Provisions and Clothing in the Navy Department. In his first report as Secretary of the Navy he announced the increase of the effective naval force from 42 to 82 vessels; this and the subsequent increase in a few months to more than 500 vessels was largely due to his energy.

Destroyer No. 258—AULICK—named in memory of Commodore John H. Aulick, U. S. Navy; born in Winchester, Va., 1787; died in Washington, D. C., April 27, 1873. Appointed midshipman November 15, 1809, and was made commodore on the retired list April 4, 1867; served on the *Enterprise* in her victory over the *Boxer* September 4, 1813, and brought the *Boxer* into port after the engagement; received thanks and a silver medal from Congress; in 1851-1853 commanded the East India Squadron and prepared the way for the treaty with Japan made by Commodore Perry.

Destroyer No. 259—TURNER—named in memory of Capt. Daniel Turner, U. S. Navy; born in New York; died February 4, 1850, at Philadelphia, Pa. Appointed midshipman January 1, 1808; captain March 30, 1835; commanded the *Caledonia* in the battle of Lake Erie, September 10, 1813, and was commended for the good management of his vessel; in 1815 was with Commodore Perry in the Mediterranean; held various important positions ashore; was included in the thanks of Congress to Commodore Perry, and was awarded a silver medal for distinguished service on the Lakes.

Destroyer No. 260—GILLIS—named in memory of Commodore John P. Gillis, U. S. Navy, and Rear Admiral James H. Gillis, U. S. N. Commodore John P. Gillis was born in Wilmington, Del., September 6, 1803; died in Wilmington, Del., February 25, 1873. Appointed midshipman December 12, 1825; commodore, retired list, September 28, 1866; served with distinction during the Mexican War; in 1853-54 was on the Japan expedition under Commodore Perry; commanded the U. S. S. *Monticello* and the U. S. S. *Seminole* during the Civil War and took part in many attacks; held positions of importance on shore.

Rear Admiral Gillis was born at Ridgway, Pa., May 14, 1831; died at Melbourne Beach, Fla., December 6, 1910. Appointed midshipman October 12, 1848; rear admiral (actinz) 1888-1890. While attached to the store ship *Supply*, lying in the harbor of Montevideo he rescued the crew of a foundered vessel and received the thanks of the Argentine minister and a valuable medal. He held a brilliant record during the Civil War. Served in the Pacific Squadron, 1866. He received thanks of the British subjects for services rendered at the time of the tidal wave at Arica. Subsequently he served on various stations ashore and afloat until retired in 1893.

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

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

Destroyer No. 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. 231—MCLANAHAN—named in memory of Passed Midshipman Tenant McLanahan; born in Louisiana. Appointed a midshipman December 12, 1839; passed midshipman July 2, 1845; served on the sloop of war *Preble* in the Mediterranean Squadron; *Delaware*, *Brandywine*, and *Macedonian* in the Brazil, African, and East Indian Squadrons from 1840 to 1845; 1846-1848 attached to the Pacific Squadron; served on the *Cyane*, *Shark*, and *Portsmouth* in operations against Mexico; was attached to the *Cyane* and was of the party that was besieged with the gallant Lieut. 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, 1881; buried in Bristol, R. I. Appointed acting midshipman September 21, 1855; midshipman June 9, 1859; commander December 12, 1872; served 1859-1861 on the *Hartford* in the East Indies; served as executive officer of the *Monitor* during her fight with the Confederate steamship *Merrimac* March 9, 1862; took command after

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

Destroyer No. 267—BALLARD—named in memory of Midshipman Edward J. Ballard. Appointed a midshipman February 24, 1809; lieutenant June 2, 1813; ordered to the *Chesapeake* with Capt. James Lawrence; killed in the early part of the engagement between that ship and H. B. M. S. *Shannon*, June 1, 1813; commission as lieutenant was issued before news of the battle had been received by the Navy Department.

Destroyer No. 268 and torpedo boat No. 31—SHUBRICK—named in memory of Rear Admiral William Branford Shubrick, U. S. Navy; born in South Carolina October 31, 1790; died at Washington, D. C., May 27, 1874. Appointed midshipman June 20, 1806; rear admiral (retired) July 16, 1862; awarded medal for service in War of 1812; commanded Pacific Squadron in 1847 during the Mexican War.

Destroyer No. 269 and torpedo boat No. 21—BAILEY—named in memory of Rear Admiral Theodorus Bailey, U. S. Navy; born at Chateaugay, N. Y., April 12, 1805; died in Washington, D. C., February 10, 1877. Appointed midshipman January 1, 1818; rear admiral July 25, 1866; commended for energy, enterprise, and gallantry in fitting out and leading expeditions against the enemy in the War with Mexico, 1847–48; 1861–1865 second in command and led attack on the forts and the capture of New Orleans; was included in the thanks of Congress to officers for distinguished service and successful operations on the lower Mississippi River.

Destroyer No. 270 and torpedo boat No. 33—THORNTON—named in memory of Capt. James Shepard Thornton, U. S. Navy; born in Merrimac, N. H., February 25, 1826; died in Germantown, Pa., May 14, 1875. Appointed midshipman January 15, 1841; commissioned captain May 24, 1872; during the Civil War he served on the *Bainbridge;* was executive officer of the flagship *Hartford* at the passage of the forts and batteries below New Orleans and had charge of the steam gunboat *Winona* in engagements at Mobile, where a reconnaissance of Fort Gaines in sounding approaches under fire was made and several Confederate steamers were destroyed.

Destroyer No. 271 and torpedo boat No. 14—MORRIS—named in memory of Commodore Charles Morris, U. S. Navy; born in Woodstock, Conn., July 26, 1784; died in Washington, D. C., January 27, 1856. Appointed midshipman July 1, 1799; captain March 5, 1813; as one of the officers of the *Intrepid* he took part in the recapture and destruction of the *Philadelphia* in the harbor of Tripoli February 17, 1804; took prominent part in the engagement between the *Constitution* and *Guerriere*, being severely wounded while in the act of boarding the latter vessel; for his gallantry on this occasion he was advanced one grade by the President; in 1825 commanded the *Brandywine*, taking Gen. Lafayette back to France after his last visit to the United States; 1851-1856 was Chief of Bureau of Ordnance.

Destroyer No. 272 and torpedo boat No. 34—TINGEY—named in memory of Commodore Thomas Tingey, U. S. Navy; born in London, England, September 11, 1750; died in Washington, D. C., February 23, 1829. Upon the reorganization of the Navy in 1794 the President made him a captain, his commission being dated September 3, 1798, and was assigned to the command of the *Ganges*, which, with three other ships, formed a squadron to cruise in the West Indies during the War with France, 1798–99; in 1800 he was called to Washington to establish the Washington Navy Yard, of which he became commandant, holding that position until his death.

Destroyer No. 273—SWASEY—named in memory of Lieut. Charles Swasey, U. S. Navy; born in Massachusetts. Appointed a midshipman September 28, 1854; commissioned lieutenant August 31, 1861; he served on the *Varuna* in the engagement with the steamer *Governor Moore* below New Orleans April 24, 1862, and as executive officer of the *Sciota*, West Gulf Blockading Squadron. He fell mortally wounded during an engagement with the Confederates near Donaldsville, La., October 4, 1862, and died the same day.

Destroyer No. 274—MEADE—named in memory of Rear Admiral Richard W. Meade, U. S. Navy, and Brig. Gen. Robert L. Meade, U. S. Marine Corps. Rear Admiral Richard W. Meade was born in New York City, October 9, 1837; died at Washington, D. C., May 4, 1897; buried at Arlington National Cemetery. Appointed midshipman October 2, 1850; rear admiral September 7, 1894; in 1851–1860 cruised in the Mediterranean, West Indian, Pacific, and African Squadrons; Civil War—1862, was commended by Admiral Porter in official dispatches for breaking up guerilla warfare on the Mississippi River; 1863–64 commanded the *Marblehead* and cooperated with the Army in operations in Stono River and Johns Island; thanked in general orders by Admiral Dahlgren and recommended for promotion by him for "gallant conduct in face of the enemy;" January 22, 1865, destroyed the blockade runner *Delphina* in the face of a greatly superior force; was officially thanked by Commodore Palmer; from 1865 to 1868 on duty at the Naval Academy; held many important shore stations. Retired in 1895.

Brig. Gen. Robert L. Meade was born in the District of Columbia; died February 11, 1910, at Lexington, Mass. Appointed from Tennessee; commissioned second lieutenant June 14, 1862; brevetted first lieutenant for gallant and meritorious service September 7, 1863, during a night attack on Fort Sumter; commissioned first lieutenant April 2, 1864; commissioned captain 1876; fleet marine officer South Atlantic Station 1877–1879; took part in the expedition to Panama 1885; commanded marine barracks, navy yard, Washington, 1890-1892; commissioned major September 6, 1892; commissioned colonel March 3, 1899; retired December 26, 1903; brigadier general 1905.

Destroyer No. 275—SINCLAIR—Named in memory of Capt. Arthur Sinclair, U. S. Navy; born in Virginia; died at Norfolk, Va., February 7, 1831; buried at Norfolk in Cedar Grove Cemetery. Appointed midshipman 1798; served on the *Constellation* in 1799; commissioned lieutenant May 18, 1804; took part in many brilliant engagements of the War of 1812; commanded the *Niagara* on Lake Huron in 1814 and captured a number of the enemy's vessels; during 1817–1819 on duty at Norfolk and Washington.

Destroyer No. 276—MCCAWLEY—named in memory of Col. Charles Grymes McCawley, U. S. Marine Corps; born in Philadelphia, Pa., January 29, 1827; died in Philadelphia, October 13, 1891. Appointed second lieutenant in the Marine Corps March 3, 1847; lieutenant colonel December 5, 1867; served with the Army in Mexico and was brevetted first lieutenant September 13, 1847, for gallantry in action during the capture of the City of Mexico; in 1862 was sent to reoccupy the Norfolk Navy Yard with a force of 200 men, and hoisted the national flag in behalf of the Navy; in July, 1863, was brevetted major for bravery in an attack on Fort Sumter; in 1876 became colonel in command of the Marine Corps, with headquarters at Washington.

Destroyer No. 277—MOODY—named in memory of the Hon. William Henry Moody, Secretary of the Navy 1902–1904; born in Newberry Essex County, Mass., December 23, 1853; died July 2, 1917. He was graduated from Phillips Academy, Andover, Mass., in 1872, and from Harvard University in 1876. In 1895 he was elected to the House of Representatives, and during his three terms there made a reputation by his knowledge of parliamentary procedure and by his perseverance in debate. In 1902 he became Secretary of the Navy and continued in that capacity until 1904, when he was made Attorney General. He subsequently was appointed Associate Justice of the Supreme Court.

Destroyer No. 278—HENSHAW—named in memory of former Secretary of the Navy David Henshaw; born in Leicester, Mass., April 2, 1791; died there November 11, 1852. He acquired 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.

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

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

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

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

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

Destroyer No. 284—ISHERWOOD—named in memory of Rear Admiral Benjamin Franklin Isherwood, U. S. Navy; born October 6, 1822, New York; died in New York City June 19, 1915. He was appointed a first assistant engineer in the Navy, May 23, 1844; served during the Mexican War on the U. S. S. *Princeton,* and afterward as senior engineer of the *Spitfire;* later he served as chief engineer of the steam frigate *San Jacinto* during a cruise of over three years on the Asiatic station. Immediately after the outbreak of the Civil War he 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 he was a pioneer, producing this class against most violent opposition. After leaving the Bureau of Steam Engineering he became chief engineer of the Mare Island Navy Yard. Upon the completion of that duty he was sent abroad on a commission to examine the dockyards and vessels of western Europe. Upon his return he became president of the Experimental Board under the Bureau of Steam Engineering, which position he held up to the time of his retirement on October 6, 1884.

Destroyer No. 285—CASE—named in memory of Rear Admiral Augustus Ludlow Case, U. S. Navy; born in Newburg, N. Y., February 3, 1813; died in Washington, D. C., February 17, 1893. Appointed midshipman April 1, 1828; rear admiral May 24, 1872; served cruising on the various stations from 1828 to 1837, when ordered to the South Sea Exploring Expedition and was with that expedition until 1842; 1846–1848, Mexican War, took part in captures of Vera Cruz, Alvarado, and Tabasco; after the capture of Laguna sent with 25 men to the Palisada River and held town of that name for two weeks against Mexican cavalry; on the Paraguay Expedition in 1859; Civil War, fleet captain of the North Atlantic Blockading Squadron at capture of Forts Clark and Hatteras, August 28, 29, 1861; specially mentioned by Flag Officers Stringham and Goldsborough for marked ability and efficient service; took part in operations of the North Atlantic Blockading Squadron until 1863, then ordered to command the *Iroquois* in search of the C. S. S. *Alabama;* 1863, in charge of the blockade of New Inlet, N. C., and took part in the cutting out of the steamer *Kate* from under the batteries of Fort Fisher and New Inlet; 1864–1865, special duty Washington, D. C., and New York Navy Yard; 1865–1866 fleet captain European Squadron; 1869–1873 Chief of Bureau of Ordnance; 1873–1875 commanded European Squadron and combined North and South Atlantic Fleets; 1875 placed on the retired list.

Destroyer No. 286—LARDNER—named in memory of Rear Admiral James L. Lardner, U. S. Navy, born in Philadelphia, Pa., November 20, 1802; died in Philadelphia, Pa., April 21, 1881. Appointed 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 *Jamestown;* 1879–80 U. S. S. *Hasler,* Pacific coast; 1881–82 U. S. S. *Rodgers,* Behring Sea, in search of the *Jeannette.* 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,

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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 *Albemarle*, Plymouth, N. C.

Destroyer No. 290 and Destroyer No. 4—DALE—named in memory of Capt. Richard Dale, U. S. Navy; born near Norfolk, Va., November 6, 1756; died in Philadelphia, Pa., February 26, 1826. Appointed midshipman 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 Herreschoffs; was Chief of Bureaus of Equipment, Ordnance, and Navigation in turn. He was considered one of the ablest officers of the Navy of his time, and was well known as a naval expert on ordnance, especially in regard to torpedoes.

Destroyer No. 292 and Destroyer No. 21—REID—named in memory of Capt. Samuel Chester Reid, U. S. Navy; born in Norwich, Conn., August 25, 1783; the second son of Lieut. John Reid, of the British Navy, who, while a prisoner, resigned from the Navy and espoused the American cause. Samuel Chester Reid entered the United States Navy in 1794; served on the *Baltimore* with Commodore Truxtun and became master of the brig *Merchant* when 20 years of age; appointed master in the Navy in 1844 from New York and as a citizen of New York. He designed the United States flag in its present form.

Destroyer No. 293—BILLINGSLEY—named in memory of Ensign William D. Billingsley, U. S. Navy; born in Winona, Miss., April 24, 1887; killed in an aeroplane accident June 20, 1913, and buried in the Naval Academy Cemetery, Annapolis, Md., June 28, 1913. Appointed midshipman July 5, 1905; graduated in June, 1909; ensign June 5, 1911; cruised on the U. S. S. *Petrel* on special service 1911–12. On June 20, 1913, he started from the aviation station near Annapolis in a Wright biplane which had been converted into a hydroplane. When about 10 miles down the bay a gust of wind struck the hydroaeroplane and caused it to dive. Ensign Billingsley was thrown out and fell into the water. This was the first fatal accident to an aviator of the United States Navy. He was an officer of determination and fearless courage.

Destroyer No. 294—CHARLES 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 Bouresches, France. The nature of his professional duties gave him every justification for remaining in the rear, but he threw himself into the general rescue work and performed heroic deeds in aiding the wounded. While carrying a wounded officer to a place of safety he was struck by a shell and instantly killed. He was the first commissioned officer of the United States Navy to meet death during the land fighting overseas.

Destroyer No. 296 and Destroyer No. 3—CHAUNCEY—named in memory of Capt. Isaac Chauncey, U. S. Navy; born in Black Rock, Conn., February 20, 1772; died at Washington, D. C., January 27, 1840; buried in Congressional Cemetery, Washington, D. C. Commissioned a lieutenant September 17, 1798; captain April 24, 1806; served on the *Constellation*, War with France, 1798–1801; attacks on town and naval force of Tripolitans 1804; commanded the naval forces on Lake Ontario; rendered distinguished service in cooperating with Army defense of the Lakes, War of 1812; served as Navy commissioner 1820–1824 and 1833–1840; was included in the thanks of Congress to officers for service in the war with Tripoli and awarded a sword for his gallantry.

Destroyer No. 297—FULLER—named in memory of the late Capt. Edward C. Fuller, U. S. Marine Corps, born in Hamilton, Va., September 4, 1893. Was graduated from the Naval Academy in 1916, and immediately requested overseas duty in the Marine Corps. He was awarded the distinguished-service cross posthumously for "While fearlessly exposing himself in an artillery barrage for the purpose of getting his men into a position of security in the attack on the Bois de Belleau, on June 12, he was killed, and thereby gave his life in an effort to protect his men."

Destroyer No. 298—PERCIVAL—named in memory of Capt. John Percival, U. S. Navy; born April 3, 1779, in Barnstable, Mass.; died September 17, 1862, in Dorchester, Mass. Appointed a master's mate in 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

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promoted by President Madison to lieutenant upon the recommendation of Capt. Warrington, his commanding officer in that engagement, and was also awarded a sword by Congress for his gallantry.

Destroyer No. 299—JOHN FRANCIS BURNES—named in memory of the late Capt. John Francis Burnes, U. S. Marine Corps; born in Binghamton, N. Y., July 6, 1883. He enlisted in the Marine Corps in 1904, served four enlistments, and shortly before the war was appointed a machine gunner, and was commissioned in June, 1917. He was sent to France, and while there was awarded the distinguished-service cross posthumously for "In the attack on the Bois de Belleau, June 12, 1918, he was badly wounded, but completed the disposition of his platoon under violent fire. The injuries which he sustained in the performance of this self-sacrificing duty later caused his death."

Destroyer No. 300 and Torpedo Boat No. 11—FARRAGUT—named in memory of Admiral David Glasgow Farragut, U. S. Navy; born at Campbells Station, near Knoxville, Tenn., July 5, 1801; died navy yard, Portsmouth, N. H., August 14, 1870. Appointed midshipman December 17, 1810; vice admiral December 23, 1864; admiral July 25, 1866. Ordered to the *Essex* in 1812, under the command of Capt. David Porter, and was with him in his memorable cruise in the Pacific. When but 12 years of age was given command of a prize and took her safely into Valparaiso. In January, 1862, he was given command of the West Gulf Blockading Squadron. On the flagship *Hartford* he opened up the Mississippi River by taking the forts below New Orleans and receiving the surrender of the city April 24–25, 1862. On August 5, 1864, he attacked and passed the defenses of Mobile Bay and received, after a gallant fight, the surrender of the Confederate fleet in those waters. He received the thanks of Congress. The grade of vice admiral was created for him by President Lincoln and that of Admiral by Congress.

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

Destroyer No. 302—STODDERT—named in memory of the Hon. Benjamin Stoddert, Secretary of the Navy 1798–1801; born in Charles County, Md., 1751; died in Bladensburg, Md., December 18, 1813. In 1776, as captain of cavalry in the Continental Army, he was so severely wounded as to unfit him for active service. In May, 1798, he was appointed Secretary of the Navy, being the first to hold the post, and so remained till March 4, 1801. He was Acting Secretary of War after the resignation of James Henry until his successor, Samuel Dexter, took charge. When the Navy Department was created in 1798 the frigates *Constitution*, *Constellation*, and *United States* constituted the bulk of the American Navy. By the latter part of 1799, 5 frigates and 23 sloops of war were in commission. Mr. Stoddert's experience in the mercantile marine, coupled with his tact, industry, and judgment, were valuable in the formation of this naval force.

Destroyer No. 303—RENO—named in memory of Lieut. Commander Walter E. Reno, U. S. Navy; born in Davis County, Iowa, October 3, 1881. Appointed midshipman July 1, 1902; commissioned lieutenant commander May 23, 1917; drowned while commanding the U. S. S. *Chauncey* on November 19, 1917. The *Chauncey* was rammed by the British merchant ship *Rose*, of Glasgow, while 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 supression 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 are of 16 and was present at the Battles of Trenton and Princeton. Afterwards he entered the Continental naval service and served gallantly under Commodore Truxtun on the James River when that officer encountered and beat off a British ship. He then entered the merchant service, but in 1790–1793 lived in Charleston, S. C. He returned to Philadelphia in the latter year and was elected to Congress, serving one term in 1801–1803.

Destroyer No. 309—WOODBURY—named in memory of the Hon. Levi Woodbury, who was Secretary of the Navy 1831–1834; born in Francestown, N. H., December 22, 1789; died in Portsmouth, N. H., September 4, 1851. After graduation with the highest honors at Dartmouth in 1809, he entered the Litchfield, Conn., law school. He was admitted to the bar in 1812 and practiced in his native town until 1816, when he was chosen clerk of the State senate. In 1817 he was appointed a judge of the supreme court of the State and in 1819 removed to Portsmouth, where he practiced law, after serving as governor of New Hampshire in 1823–24. He was speaker of the State house of representatives in 1825 and was elected to the United States Senate as a Democrat, serving from December 5, 1825, until March 3, 1831, when he was appointed Secretary of the Navy and held that office until 1834, when he was made Secretary of the Treasury, serving until 1841.

Destroyer No. 310—S. P. LEE—named in memory of Rear Admiral Samuel Phillips Lee, U. S. Navy; born in Fairfax County, Va., February 13, 1812; died at Silver Springs, Md., near Washington, D. C.,

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June 5, 1897. In the Civil War he commanded the *Oneida* 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 200 marines and about 50 sailors at Fort Nassau and captured 88 cannon and 15 mortars; the landing party captured the governor, lieutenant governor, and a number of other prominent persons and brought them to the United States. The officials were immediately returned. Maj. Nicholas remained in the service throughout the War of the Revolution.

Destroyer No. 312—YOUNG—named in memory of Capt. John Young; born in Philadelphia; lost at sea 1781. Commissioned captain October 10, 1776. May 13, 1777, he was ordered to cruise between the Chesapeake and Delaware Bays to warn American vessels. July 5, 1777 he was ordered to proceed to Nantes in the *Independence*. February 15, 1778, Capt. Young sailed the *Independence* through the French fleet (having on board John Paul Jones), saluted the French flag with 13 guns, receiving 9 guns in return. May 20, 1781, Capt. Young sailed in the *Saratoga* with French and American ships from Cape Francois. Soon separated from her consorts and was never seen again; supposed to have foundered at sea.

Destroyer No. 313—ZEILIN—named in memory of Brig. Gen. Jacob Zeilin, U. S. Marine Corps; born in Philadelphia, Pa., July 16, 1806; died in Washington, D. C., November 18, 1880. Commissioned second lieutenant October 1, 1831; promoted to first lieutenant September 12, 1836; was brevetted major for gallantry in action at crossing San Gabriel River January 9, 1847; was military commandant at San Diego in 1847; was marine officer in the flagship *Mississippi* in Commodore Perry's expedition to Japan in 1852; in 1864 took command of marine barracks at Portsmouth, N. H.; appointed colonel commandant of the Marine Corps in June, 1864; commissioned brigadier general commandant March 2, 1867; retired November 1, 1876.

Destroyer No. 314—YARBOROUGH—named in memory of First Lieut. George H. Yarborough, jr., U. S. Marine Corps; born in Roxboro, N. C., October 14, 1895; died in France from wounds received in action June 23, 1918. Served in France with the 5th Regiment and was posthumously awarded the distinguished-service cross for extraordinary heroism in the Bois de Belleau, France. After being wounded by an exploding shell he refused aid until he saw that the wounded men with him had been treated and removed to shelter. He died later from his wounds.

Destroyer No. 315—LA VALLETTE—named in memory of Rear Admiral Elie A. F. LaVallette, U. S. Navy; born in Alexandria, Va., May 3, 1790; died in Philadelphia, Pa., November 18, 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 20, 1814, and promoted for his gallantry; 1821–22 commanded the *Peacock* and the *Flag* and rendered efficient service in the suppression of piracy in the West Indies; appointed commander March 3, 1831; captain February 23, 1840; rear admiral, retired list, July 16, 1862.

Destroyer No. 316—SLOAT—named in memory of Rear Admiral John Drake Sloat, U. S. Navy; born in Sloatbury, Rockland County, N. Y., July 26, 1781; died at New Brighton, Staten Island, N. Y., November 28, 1867; buried in Greenwood Cemetery, Brooklyn, N. Y. Appointed midshipman February 12, 1800; rear admiral on the retired list July 25, 1866; was sailing master of the *United States* under Commodore Decatur and was promoted to lieutenant for conspicuous gallantry in the engagement with H. B. M. S. *Macedonian* and her capture October 25, 1812; was wounded during the fight but remained on deck; was included in the thanks of Congress to officers who took part in the engagement and awarded a silver medal. Commanded the Pacific Squadron 1844-1846, and rendered efficient services on the coast of California in the early part of the Mexican War. Under his direction the American flag was hoisted July 7, 1846, in Monterey, Calif., and possession of that part of California was taken by the United States. He held many commands on shore and made the plans of Mare Island Navy Yard.

Destroyer No. 317—WOOD—named in memory of Medical Director William Maxwell Wood, U. S. Navy; born in Baltimore, Md., in 1809; died at Owings Mills, Baltimore County, Md., March 1, 1880. Appointed assistant surgeon May 16, 1829; medical director March 3, 1871; retired May 27, 1871; took active part in the Mexican War and received the commendation of Commodore Sloat for bringing him valuable information "at the risk of his life," which induced the commodore to take possession of California; was commended by the chairman of the Naval Committee of the Senate for services rendered on this occasion; Civil War, 1861-1865, served in the North Atlantic Blockading Squadron; held position of Chief of Bureau of Medicine and Surgery 1870–71.

Destroyer No. 318—SHIRK—named in memory of Commander James W. Shirk, U. S. Navy; born in Pennsylvania, July 16, 1832; died in Washington, D. C., February 10, 1873. Appointed midshipman March 26, 1849. During the Civil War he was especially distinguished for service in the Mississippi Squadron. At Shiloh, April 6, 1862, his vessel, the *Lexington*, in company with the *Tyler*, prevented the enemy from crossing and saved the army from defeat. He was later thanked by the Secretary of the Navy for this service. During the siege of Vicksburg, while in command of the *Tuscumbia*, he was constantly under fire from May 19 to the time of surrender, July 4, 1863. He was appointed commander July 25, 1866; 1866–1872 cruised in the European Squadron on special duty for the Navy Department.

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

Destroyer No. 320—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.

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Destroyer No. 322—MERVINE—named in memory of Rear Admiral William Mervine, U. S. Navy; born in Pennsylvania in 1790; died in Utica, N. Y., September 15, 1868. Appointed a midshipman January, 1809; captain September 8, 1841; rear admiral (retired) July 25, 1866; served during the War of 1812 on Lake Ontario; cruised 1819–1853 on the coast of Africa, West Indies, Mediterranean, Brazil, and Pacific Stations; Mexican War, 1846–47, commanded the *Savannah* in operations against Mexico; commanded a detachment of 250 sailors and marines, landed at Monterey July 7, 1847, took possession of that place, hoisted the American flag and erected a block house for its defense, which was named in his honor Fort Mervine; Civil War, May 6, 1861, commanded the Gulf Squadron until obliged to give up the command on account of ill health. Held many important positions on shore between his sea cruises.

Destroyer No. 323—CHASE—named in memory of Reuben Chase, midshipman; born in Nantucket, Mass. Entered the Navy as seaman in 1777. Cruised on the *Ranger* in operations around the British Isles and the capture of H. B. M. S. *Drake* April 24, 1778; transferred to the *Bonhomme Richard* March 18, 1779, as midshipman. His name is listed among those entitled to receive prize money for captures made by the *Bonhomme Richard*, including the *Serapis*.

Destroyer No. 324—ROBERT SMITH—named in memory of former Secretary of the Navy, Robert Smith; born in Lancaster, Pa., November, 1757; died in Baltimore, Md., November 26, 1842. He was graduated from Princeton University in 1781; studied law, was admitted to the bar, and settled in Baltimore; 1793 became State senator from Maryland and was a member of the house of delegates from 1796–1800. On January 26, 1802, he became Secretary of the Navy and held that office until he was appointed Secretary of State in 1809.

Destroyer No. 325—MULLANY—named in memory of Rear Admiral J. R. Madison Mullany; born in New York City October 26, 1818; died at Bryn Mawr, Pa., September 17, 1887. Appointed midshipman January 7, 1832; rear admiral June 5, 1874; served on various stations; 1847–48 attached to the home squadron, and took part in the capture of Tobasco and other engagements of the Mexican War; April-May, 1861, commanded the *Wyandotte* at Pensacola; 1862–1864 attached to the *Bienville* in the North Atlantic and West Gulf Blockading Squadrons; volunteered for service in Mobile Bay; was assigned to the *Oneida:* exposed to the most destructive fire; displayed great heroism, and was wounded. He was obliged to have his arm amputated; received the thanks of Congress for his gallantry; 1874–75 commanded the North Atlantic station and protected American interests on the Isthmus of Panama.

Destroyer No. 326—COGHLAN—named in memory of Rear Admiral Joseph Bulloch Coghlan, U. S. Navy; born in Frankfort, Ky., December 9, 1844; died at New Rochelle, N. Y., December 5, 1908. Appointed midshipman September 27, 1860; rear admiral April 11, 1902; served during the Civil War, 1863–1865, on the U. S. S. *Sacramento:* 1865–1897 cruised on the Brazil, European, Pacific, North Atlantic, and Asiatic Stations; Spanish-American War, 1898, commanded U. S. S. *Raleigh:* took prominent part in the Battle of Manila Bay, May 1, 1898; commanded expedition for capture of batteries at Manila, May 2, 1898, and capture of Isla Grande, July 7, 1898, Subig Bay; recommended by Admiral Dewey for his gallantry and skill; included in thanks of Congress to Admiral Dewey, officers and men, for victory of May 1, 1898; advanced six numbers by act of Congress for eminent and conspicuous conduct in battle; commanded Caribbean Squadron of North Atlantic Fleet 1902; held many important posts on shore; retired December 5, 1906.

Destroyer No. 327 and destroyer No. 19—PRESTON—named in memory of Lieut. Samuel W. Preston, U. S. Navy; born in Canada and appointed midshipman from the State of Illinois, October 4, 1858; graduated first in his class May 9, 1861; from 1861 to 1865 served on various vessels of the South Atlantic Blockading Squadron. In an assault on Fort Sumter, September 8, 1863, he was made prisoner and sent to Libby Prison, where he was kept until exchanged in the fall of 1864. He took part in the attacks on Fort Fisher, December 24, 25, 1864, and January 15, 1865, when he was killed while leading his men.

Destroyer No. 328 and destroyer No. 18—LAMSON—named in memory of Lieut. Roswell Hawkes Lamson, U. S. Navy; born in Iowa. Appointed from Oregon to the Naval Academy September 20, 1858; graduated in 1862; Civil War, commanded the *Mount Washington* in joint Army and Navy operations in 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* in under the fort; resigned from the Navy in 1866. In 1895, in recognition of his splendid services during the Civil War, he was reappointed lieutenant in the Navy and was placed on the retired list. He died in Portland, Oreg., August 14, 1903.

Destroyer No. 329—BRUCE—named in memory of Lieut. Frank Bruce, U. S. Navy; born August 20, 1879, in Grand Island, Nebr. Entered the Navy February 6, 1911, as boatswain; chief boatswain February 6, 1917; ensign (T) July 1, 1917; lieutenant (junior grade) (T) February 1, 1918; lieutenant (T) July 1, 1918, in command of the mine sweeper *Bobolink*; killed May 17, 1919, when a mine, which the *Bobolink* was heaving in, exploded.

Destroyer No. 330 and destroyer No. 7—HULL—named in memory of Commodore Isaac Hull, U. S. Navy; born in Connecticut in 1775. His father was an officer in the Revolutionary Army; was captured and died aboard a British prison ship. Young Hull's first service of note was when he sailed, in a small vessel named the *Sally*, into the harbor of Porte Platte, Haiti, in broad daylight, captured the fort, spiked the guns, and succeeded in getting away with a French letter of marque. He served under Commodore Preble during the Tripolitan trouble. His most noted command was the *Constitution* in 1811. He displayed a brilliant seamanship when he escaped from the British squadron under Admiral Blake in 1812. Just one month after the time he escaped from Admiral Blake he met and destroyed the *Guerriere*.

Destroyer No. 331 and destroyer No. 9—MACDONOUGH—named in memory of Commodore Thomas Macdonough, U. S. Navy; born in Middletown, Del., December 31, 1783; died at sea November 10, 1825; buried in Riverside Cemetery, Middletown, Conn. Appointed midshipman February 5, 1800; commissioned captain September 11, 1814; first cruised on the *Ganges* in 1800 during the War with France; in 1803–4 actively engaged in operations before Tripoli; one of the midshipmen selected by Decatur to go on the *Intrepid* for the recapture and destruction of the U. S. S. *Philadelphia* in the harbor of Tripoli, February 16, 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, Port Royal, and Fort Pulaski, 1861–62. Discharged and reenlisted February, 1863; assigned to the monitor *Catskill* and participated in engagements with the defenses of Charleston Harbor and storming of Fort Sumter, 1863–64; appointed acting ensign August 19, 1864; took part in operations of the North Atlantic Blockading Squadron until after the surrender of Fort Fisher, January 15, 1865; March 12, 1868, commissioned ensign in the Regular Navy; promoted to master the same year; lieutenant, March 1, 1870; lieutenant-commander, May 11, 1882; commander, June 19, 1892; captain, September 25, 1899; Rear Admiral, September 1, 1901; retired, September 1, 1901. After being commissioned in the regular service he held important positions on shore; his last sea service was in command of the *Monocacy*, Asiatic station.

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

Destroyer No. 334—COREY—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, Finisterre; remained there until end of the demobilization: June 5, 1919, assigned to the United States Aeronautical Mission to Europe and represented the United States in Aeronautic Interallied Commission of Control; June 1, 1920, ordered to the United States as aid for aviation, staff of Admiral H. B. Wilson, commander in chief of the Atlantic Fleet; held this position at the time of his death, which was occasioned by inhaling flame from a burning airplane after its crash; though badly wounded he was endeavoring to rescue his companion from the burning plane.

Destroyer No. 335—MELVIN—named in memory of Lieut. (junior grade) John T. Melvin, U. S. Naval Reserve Force; born in Selma, Ala., October 16, 1887; died at sea November 5, 1917. Appointed midshipman, United States Naval Academy, July 6, 1907; graduated June 2, 1911; ensign July 7, 1911; promoted to lieutenant (junior grade) March 22, 1915; resigned August 20, 1915. Appointed lieutenant (junior grade), United States Naval Reserve Force, February 9, 1917, and assigned to duty at New Haven, Conn.; attached to the patrol boat *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 Boureseches, 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 *Philiadelphia*, 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, 1799, he

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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 Corpl. John H. Pruitt, U. S. Marine Corps; born in Fadeville, Ark., October 4, 1896; killed in action October 4, 1918. Posthumously awarded Navy medal of honor for conspicuous gallantry and courage above and beyond the call of duty in action with the enemy at Blanc Mont Ridge, France, October 3, 1918. Single handed he attacked 2 machine guns, capturing them and killing 2 of the enemy. He later captured 40 prisoners in a dugout near by. This gallant soldier was killed soon afterwards by shell fire while he was sniping at the enemy.

TRANSPORTS.

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

Transport No. 2—HEYWOOD—named in memory of Maj. Gen. Charles Heywood, U. S. Marine Corps. He was born in Maine on October 3, 1839, and appointed second lieutenant April 5, 1858. At the outbreak of the Civil War he was attached to the U. S. S. *Cumberland* and was commissioned major by brevet for his gallant services during the fight between the *Cumberland* and the *Merrimac*. At the battle of Mobile Bay, August 5, 1864, he commanded the marine guard of the *Hartford*, and for gallant service during the battle was commissioned lieutenant colonel by brevet. He also took part in the capture of Forts Morgan, Gaines, and Powell, the ram *Tennessee*, steamers *Gaines* and *Selma*, and the destruction of the steamer *Morgan*, and served on the U. S. S. *Sabine* and U. S. S. *Ticonderoga* during the Civil War. He was appointed colonel commandant of the Marine Corps January 30, 1891; brigadier general commandant March 3, 1899; and major general commandant July 1, 1902, being the first commandant to attain the rank of major general. He retired October 3, 1903, at the age of 64 years, and died February 26, 1915.

DESTROYER TENDERS.

Destroyer tender No. 2—MELVILLE—named in memory of Rear Admiral George Wallace Melville, U. S. Navy; born in New York City January 10, 1841; died in Philadelphia, Pa., March 17, 1912. Appointed third assistant engineer July 19, 1861; commissioned chief engineer March 4, 1881; Chief of Bureau of Steam Engineering, with rank of rear admiral, 1887–1903; served throughout the Civil War, 1861–1865, in different squadrons and commended for his ability and zeal; cruised on various stations from 1866 to 1879, when he was selected as one of the officers to accompany the "Jeannette Arctic Expedition"; advanced 15 numbers for his heroism in endeavoring to rescue Lieut. Commander De Long and his party, who were lost in the ice in the Lena Delta, Siberia; commanded the party which finally discovered the remains of the unfortunate men; highly honored by scientific societies at home and abroad.

Destroyer tender No. 3—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 af which were tried in France

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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 Liscannor, 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 paymasier in 1838. He first employed in the Navy the idea of comprehensive fleet supply, and under his direction the systematic supply of the vessels of the Navy on the Atlantic and Gulf coasts during the Civil War was established and carried out with conspicuous success.

AIRCRAFT CARRIERS.

Aircraft carrier No. 1—LANGLEY—named in memory of Prof. Samuel Pierpont Langley; born in Roxbury, near Boston, Mass., in August, 1834; died in Aiken, S. C., February 27, 1906. Distinguished American astronomer and physicist; received degrees from Oxford, Cambridge, England; Harvard, Princeton, Yale, and many other universities and colleges; 1865 assistant in Harvard Observatory; 1866 assistant professor of mathematics, United States Naval Academy; 1867 director of Allegheny Observatory; founded the system of railway time service from observatories; devised the bolometer and other scientific apparatus; 1881 organized a successful scientific expedition to Mount Whitney, Calif.; made extensive experiments on the problem of mechanical flight, which, though ineffective, made his name widely known. Congress appropriated $5,000 for carrying out his ideas.

Aircraft carrier No. 2.—LEXINGTON (formerly Battle Cruiser No. 1), fourth vessel so called. Work was ordered suspended on the construction of Battle Cruiser No. 1 February 8, 1922, upon signing of the treaty limiting naval armaments. This vessel was authorized to be converted to an aircraft carrier by act of Congress dated July 1, 1922, in accordance with the terms of the above treaty, and on July 13, 1922, resumption of work was authorized on such parts of the vessel as were common to the plans of the battle cruiser and the proposed plans for the conversion to an aircraft carrier. Under date of November 2, 1922, supplementary contract was entered into for the conversion of Battle Cruiser No. 1 to aircraft carrier No. 2.

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

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

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

Aircraft carrier No. 3—SARATOGA (formerly Battle Cruiser No. 3), fifth vessel so called.—Work was ordered suspended on the construction of Battle Cruiser No. 3 February 8, 1922, upon signing of the treaty limiting naval armaments. This vessel was authorized to be converted to an aircraft carrier by act of Congress dated July 1, 1922, in accordance with the terms of the above treaty, and on July 13, 1922, resumption of work was authorized on such parts of the vessel as were common to the plans of the battle cruiser and the proposed plans for the conversion to an aircraft carrier. Under date of October 30, 1922, supplementary contract was entered into for the conversion of Battle Cruiser No. 3 to aircraft carrier No. 3.

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.

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The third vessel named SARATOGA was a sloop of war of 1,025 tons, carrying 22 guns; laid down at the navy yard, Portsmouth, N. H., 1842; launched July 26, 1842; cruised on various stations 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; now on Navy List as cruiser 2d line.

BATTLESHIPS.

Battleship No. 30—FLORIDA—named for the State of Florida—fourth vessel so called.

The first vessel named FLORIDA was a side-wheel steamer, of 1,261 tons, carrying 8 guns: purchased August 12, 1861; attached to the North Atlantic Squadron: sold December 5, 1868, at Philadelphia, Pa.

The second vessel named FLORIDA was a frigate of 3,281 tons, carrying 15 guns; built at the navy yard, New York, N. Y., 1864: launched December 15, 1864, as the *Wampanoag:* name changed May 15, 1869; sold at New York February 27, 1885.

The third vessel named FLORIDA was monitor No. 9, of 3,225 tons displacement; authorized by act of Congress dated May 4, 1898; built by Lewis Nixon, at Elizabethport, N. J.; launched November 30, 1901; commissioned June 18, 1903; sold July 25, 1922.

Battleship No. 31—UTAH—named for the State of Utah—first vessel so called.

Battleship No. 32—WYOMING—named for the State of Wyoming—third vessel so called.

The first vessel named WYOMING was a steam screw sloop, of 726 tons, 6 guns. Built at the navy yard, Philadelphia, in 1858. Launched January 19, 1859. In 1860 attached to the Pacific station. 1861–1864 attached to the Asiatic station. July 16, 1863, under command of Commander David McDougal, U. S. Navy, had a spirited engagement with forts and Japanese war ships in Straits of Shimonasiki, Japan, in consequence of attack made on American merchant ship *Pembroke*. In 1864 attached to the same squadron, actively engaged in search of Confederate cruisers. Sold May 16, 1892.

The second vessel named WYOMING was monitor No. 10, of 3,225 tons displacement; authorized by act of Congress dated March 4, 1898; built by the Union Iron Works, San Francisco, Calif.; launched September 8, 1900; commissioned December 8, 1902; name changed to *Cheyenne* January 1, 1909; now in the Unclassified Section on the Navy List.

Battleship No. 33—ARKANSAS—named for the State of Arkansas—third vessel so called.

The first vessel named ARKANSAS was a screw steam vessel of 752 tons, carrying 6 guns; purchased June 27, 1863, at Philadelphia, Pa., as the *Tonawanda;* assigned to service in the West Gulf Squadron for blockade and dispatch duty; captured the schooner *Watchful* which was loaded with arms; sold at Portsmouth July 29, 1865.

The second vessel named ARKANSAS was monitor No. 7, of 3,225 tons displacement; authorized by act of Congress dated May 4, 1898; built by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; launched November 10, 1900; commissioned October 28, 1902; name changed to *Ozark* March 2, 1909; sold January 26, 1922.

Battleship No. 34—NEW YORK—named for the State of New York—sixth vessel so called.

The first vessel named NEW YORK was a gondola, 3 guns, 45 men. Attached to the fleet of Gen. Benedict Arnold, on Lake Champlain. Burned near Crown Point, N. Y., October 13, 1776.

The second vessel named NEW YORK was a ship of 1,130 tons, 36 guns; built at New York, 1799; cruised in the West Indies; served as flagship of Capt. John Rodgers in the Mediterranean 1802–3; burned at Washington, D. C., in 1814.

The third vessel named NEW YORK was a ship of the line, of 2,633 tons; commenced at Norfolk 1818; never launched; destroyed in 1861 at Norfolk Navy Yard.

The fourth vessel named NEW YORK was a screw sloop of 2,490 tons, 21 guns; commenced at navy yard New York; name changed from *Ontario* May 15, 1869; broken up on the stocks and sold at New York May 31, 1888.

The fifth vessel named NEW YORK was armored cruiser No. 2, of 8,900 tons displacement; authorized by act of Congress dated September 7, 1888; built by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; launched December 2, 1891; flagship of Admiral Sampson during the Spanish-American War; Name changed to *Saratoga* February 16, 1911; name changed to *Rochester* December 1, 1917; now on Navy List as cruiser 2d line.

Battleship No. 35—TEXAS—named for the State of Texas—third vessel so called.

The first vessel named TEXAS was an iron-clad ram; captured at the fall of Richmond, Va., April 4, 1865; used by the United States Navy; sold at Norfolk, Va., October 15, 1867.

The second vessel named TEXAS was a second-class battleship, which was authorized by act of Congress dated August 3, 1886, as an "armored vessel;" displacement 6,315 tons; built at navy yard, Norfolk, Va.; launched June 28, 1892; commissioned August 15, 1895; attached to the squadron of Admiral Sampson during the Spanish-American War in 1898, and assisted in the destruction of the fort on Cayo del Tora, and also took part in the Battle of Santiago, Cuba; name changed to *San Marcos* February 16, 1911; used as a target; stricken from the Navy List October 11, 1911.

Battleship No. 36—NEVADA—named for the State of Nevada—third vessel so called.

The first vessel named NEVADA was a cruiser of 3,200 tons, 10 guns; built at the navy yard, Philadelphia, Pa., 1863; launched as the *Neshaminy* October 5, 1865; renamed *Arizona* May 15, 1869; name again changed to NEVADA August 10, 1869; never completed; sold at New York in 1874.

The second vessel named NEVADA was monitor No. 8, of 3,225 tons displacement; authorized by act of Congress dated March 4, 1898; built by the Bath Iron Works, Bath, Me.; launched November 24, 1900; commissioned March 5, 1903; name changed to *Tonopah* March 2, 1904; sold January 26, 1922.

Battleship No. 37—OKLAHOMA—named for the State of Oklahoma—first vessel so called.

Battleship No. 38—PENNSYLVANIA—named for the State of Pennsylvania—fourth vessel so called.

The first vessel named PENNSYLVANIA was a sailing ship of 3,241 tons, 120 guns; built at Philadelphia in 1822; launched in 1837; used as a receiving ship; destroyed at Norfolk, Va., April 20, 1861.

The second vessel named PENNSYLVANIA was a screw sloop, originally named *Kewaydin*, of 2,490 tons; commenced at navy yard, Boston, Mass., in 1863; never completed; broken up on the stocks in 1884.

The third vessel named PENNSYLVANIA was armored cruiser No. 4; of 13,680 tons displacement; authorized by act of Congress dated March 3, 1899; built by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; launched August 22, 1903; commissioned March 9, 1905; name changed to *Pittsburgh* August 27, 1912; now on the Navy List as a cruiser, 2d line, CA4.

Battleship No. 39—ARIZONA—named for the State of Arizona—third vessel so called.

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The first vessel named ARIZONA was an iron paddle-wheel steamer of 950 tons, carrying 6 guns; built at Wilmington, Del., in 1858, for merchant service; purchased by the United States Government from the prize court at Philadelphia, Pa., January 7, 1863; originally known as *Caroline*, and was captured October 28, 1862, by the U. S. S. *Montgomery;* repaired and taken into the U. S. Navy as the ARIZONA; took active part in the operations of the Mississippi Squadron; destroyed by fire February 27, 1865, South West Pass, Mississippi River.

The second vessel named ARIZONA was a steam-screw frigate, of 3,200 tons; built at the navy yard, Philadelphia, Pa.; launched as the *Neshaminy* October 5, 1865; name changed again to *Nevada* August 10, 1869; never completed; sold at New York in 1874.

Battleship No. 40—NEW MEXICO—named for the State of New Mexico—first vessel so called.

Battleship No. 41—MISSISSIPPI—named for the State of Mississippi—third vessel so called.

The first vessel named MISSISSIPPI was a paddle-wheel steamer of 1,692 tons, 10 guns; built at the navy yard, Philadelphia, Pa.; launched May 5, 1841; with the Mediterranean Squadron 1849-1851; flagship of Commodore M. C. Perry during the Mexican War; participated in operations against forts below New Orleans April 1862; destroyed by fire in battle of Port Hudson March 14-15, 1863.

The second vessel named MISSISSIPPI was battleship No. 23, of 13,000 tons displacement; authorized by act of Congress dated March 3, 1903; built by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; launched September 30, 1905; commissioned February 1, 1908; sold to Greece July 30, 1914.

Battleship No. 42—IDAHO—named for the State of Idaho—third vessel so called.

The first vessel named IDAHO was a screw steamer of 1,837 tons, 7 guns; built at the navy yard, Brooklyn, N. Y.; launched October 8, 1864; converted into a sailing ship; sold April, 1874.

The second vessel named IDAHO was battleship No. 24, of 13,000 tons displacement; authorized by act of Congress dated March 3, 1903; built by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; launched December 9, 1905; commissioned April 1, 1908; sold to Greece, July 30, 1914.

Battleship No. 43—TENNESSEE—named for the State of Tennessee—third vessel so called.

The first vessel named TENNESSEE was a screw steamer of 2,135 tons, 23 guns; built at the navy yard, New York; launched July 8, 1865, as the *Madawaska*; name changed to TENNESSEE May 15, 1869; sold September, 1887.

The second vessel named TENNESSEE was an armored cruiser of 14,500 tons displacement; built by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; authorized by act of Congress dated July 1, 1902; launched December 3, 1904; commissioned July 16, 1906; name changed to *Memphis* May 25, 1916; wrecked August 29, 1916, in harbor of Santo Domingo; sold January 17, 1922.

Battleship No. 44—CALIFORNIA—named for the State of California—third vessel so called.

The first vessel named CALIFORNIA was a wooden screw sloop of 2,490 tons, 21 guns; built at Portsmouth N. H., in 1863; launched under the name *Minnetonka;* made only two cruises, 1871-72, New York to Pacific via Cape Horn; sold May, 1875.

The second vessel named CALIFORNIA was an armored cruiser of 13,680 tons displacement, authorized by act of Congress dated March 3, 1899; built by Union Iron Works, San Francisco, Calif.; launched April 28, 1904; commissioned August 1, 1907; name changed to *San Diego* September 1, 1914; sunk July 19, 1918, by German mine off Fire Island, N. Y., while attached to cruiser and transport force, Atlantic Fleet.

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; now on Navy list as cruiser 2d line.

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; now on Navy list as cruiser 2d line.

Battleship No. 47—WASHINGTON—named for State of Washington—fifth vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel will be broken up or sunk prior to February 17, 1925, in accordance with the terms of the treaty.

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; now on Navy list as cruiser 2d line.

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; now on Navy list as cruiser 2d line.

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Battleship No. 49—SOUTH DAKOTA—named for State of South Dakota—second vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel is being broken up and scrapped in accordance with the terms of the treaty.

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; now on Navy list as cruiser 2d line.

Battleship No. 50—INDIANA—named for State of Indiana—second vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel is being broken up and scrapped in accordance with the terms of the treaty.

The first vessel named INDIANA was coast battleship No. 1, of 10,288 tons displacement, 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; hulk was sold March 19, 1924.

Battleship No. 51—MONTANA—named for State of Montana—second vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel is being broken up and scrapped in accordance with the terms of the treaty.

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; now on Navy list as cruiser 2d line.

Battleship No. 52—NORTH CAROLINA—named for State of North Carolina—third vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel is being broken up and scrapped in accordance with the terms of the treaty.

The first vessel named NORTH CAROLINA was a ship of the line 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 cruiserof 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; now on Navy list as cruiser 2d line.

Battleship No. 53—IOWA—named for State of Iowa—third vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel is being broken up and scrapped in accordance with the terms of the treaty.

The first vessel named IOWA was a wooden screw frigate, of 3,850 tons displacement, carrying 25 guns; built at the navy yard, Boston, Mass.. 1862–1866, as the *Ammonoosuc;* renamed IOWA in 1869; sold in 1883.

The second 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; used for experimental purposes; sunk by gunfire March 22, 1923.

Battleship No. 54—MASSACHUSETTS—named for State of Massachusetts—fifth vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel is being broken up and scrapped in accordance with the terms of the treaty.

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 while coaling; name changed to coast battleship No. 2, March 29, 1919; stricken from Navy List November 22, 1920; used as target by War Department.

BATTLE CRUISERS.

Battle cruiser No. 1—LEXINGTON—fourth vessel so called. See aircraft carrier No. 2.

Battle cruiser No. 2—CONSTELLATION—the second vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel is being broken up and scrapped in accordance with the terms of the treaty.

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The first vessel named CONSTELLATION was a sailing frigate of 1,970 tons displacement carrying 36 guns, authorized by act of Congress dated March 27, 1794; built by the United States Government under supervision of Naval Constructor David Stoddard and Commodore Thomas Truxtun, U. S. Navy, at Baltimore, Md.; keel laid 1795; launched September 7, 1797; celebrated for her fine sailing qualities; flagship of Commodore Truxtun's squadron in West Indies during war with France, 1798–1800; took many prizes; February 9, 1799, off St. Kitts, engaged and captured French frigate *L'Insurgente;* February 2, 1800, received the surrender of French frigate *La Vengeance* after a running fight of five hours; prize escaped in the darkness; war of 1812, blockaded at Norfolk by British fleet; June 20–23, 1813, her boats assisted in capture, off 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; now in unclassified section of Navy List.

Battle cruiser No. 3—SARATOGA—fourth vessel so called. See aircraft carrier No. 3.

Battle cruiser No. 4—RANGER—fifth vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel is being broken up and scrapped in accordance with the terms of the treaty.

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

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

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

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

Battle cruiser No. 5—CONSTITUTION—second vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel is being broken up and scrapped in accordance with the terms of the treaty.

The first vessel named CONSTITUTION was a sailing frigate of 2,200 tons displacement carrying 44 guns, authorized by act of Congress dated March 27, 1794; designed by Naval Constructor Joshua Humphreys; built at Hart's Shipyard, Boston, Mass., under supervision of a board of naval captains and Naval Constructor Geo. Claghorne; keel laid November, 1794; launched October 21, 1797; 1798–1801, naval war with France, cruised in West Indies and captured three small vessels; War of 1812, made her reputation and won name of *Old Ironsides;* August 19, 1812, commanded by Capt. Isaac Hull, engaged and captured H. B. M. S. *Guerriere;* December 29, 1812, commanded by Capt. Wm. Bainbridge; fought and captured H. B. M. S. *Java;* February 15, 1814, commanded by Capt. Charles Stewart, engaged and captured H. B. M. S. *Pictou* and 3 small vessels; February 20, 1815, commanded by Capt. Charles Stewart, captured in night engagement both H. B. M. S. *Cyane* and *Levant*, fighting both ships at the same time; cruised as flagship on various stations; school ship at Naval Academy during and after Civil War; twice condemned to be broken up, public sentiment secured her rebuilding; $100,000 provided for such purpose in 1906, following which vessel was restored, and has since been on exhibition at Boston Navy Yard; now in unclassified section of Navy List.

Battle Cruiser No. 6—UNITED STATES—second vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified effective on August 17, 1923, on which date the contract was definitely canceled. The vessel is being broken up and scrapped in accordance with the terms of the treaty.

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, Nebraska—the second vessel so called.

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

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

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

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

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

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

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

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

The first vessel named RALEIGH was a frigate of 697 tons, carrying 32 guns, authorized by the Continental Congress December 13, 1775; built at Portsmouth, N. H., under direction of John Langdon, continental agent; keel laid March 21, 1776; 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 en route from Fortress Monroe to St. Thomas; during Spanish-American War was stationed off the Harbor of Habana, under command of Commander J. H. 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 sloop of war 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, 1801.

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.—fourth vessel so called.

The first vessel named CONCORD was a sloop of 700 tons carrying 18 guns, built in 1828, at the navy yard, Portsmouth, N. H.; cruised on various stations 1830-1842; October 2, 1842, wrecked in the Mozambique Channel, east coast of Africa; her commander, Lieut. Wm. E. Boerum; the 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.

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The third vessel named CONCORD was a tug of 353 gross tons; which was purchased September 22, 1917, during the World War, and given the identification number 773. The name of this vessel was changed November 20, 1920, to *Mendota*, and is now in the naval service as a harbor tug, YT33.

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 frigate 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 ship for midshipmen, U. S. Naval Academy (June 7 to November 5, 1864, cruising in search of Confederate vessels); sold September 30, 1868.

The second vessel named MARBLEHEAD was a protected cruiser of 2,072 tons displacement, authorized by act of Congress dated September 7, 1888; named for the city of Marblehead, Mass.; built at the City Point Works, Boston, Mass.; keel laid in October, 1890; launched August 11, 1892; commissioned April 2, 1894; 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.

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VESSELS FITTED WITH FLAG OFFICERS' QUARTERS.

Battleships—First Line.

Arizona (Division).. BB39	New Mexico (Fleet). BB40	Texas (Division).... BB35
Arkansas (Division). BB33	New York (Division)..... BB34	Utah (Division)..... BB31
California (Fleet)... BB44	Pennsylvania (Fleet)..... BB38	West Virginia (Fleet)..... BB48
Florida (Division).. BB30		Wyoming (Division) BB32
Maryland (Division) BB46		

Cruisers.

Cruisers—Second line.	*Light cruisers—First line.*	*Light cruisers—Second line.*
Charleston..... CA22	Concord..... CL10	Birmingham..... CL2
Frederick..... CA8	Marblehead..... CL12	Chester..... CL1
Huntington..... CA5	Omaha..... CL4	Olympia..... CL15
Huron (Fleet)..... CA9	Richmond..... CL9	Salem..... CL3
Pittsburgh..... CA4		
Pueblo..... CA7	NOTE.—These vessels have been designated as flagships, but are not yet completely fitted out for this service.	
Rochester..... CA2		
Seattle (Fleet)..... CA11		

Mine Layers—Second Line.

Baltimore..... CM1 | San Francisco..... CM2

Aircraft Carriers—First Line.

Lexington..... CV2 | Saratoga..... CV3

Converted Yachts.

Isabel..... PY10

Auxiliaries.

Destroyer tenders.	*Submarine tenders.*	*Aircraft tender.*
Black Hawk..... AD9	Beaver..... AS5	Wright..... AZ1
Bridgeport..... AD10	Bushnell..... AS2	*Miscellaneous.*
Dobbin..... AD3	Camden..... AS6	Antares..... AG10
Melville..... AD2	Canopus..... AS9	Procyon..... AG11
Whitney..... AD4	Fulton..... AS1	
	Holland..... AS3	
	Rainbow..... AS7	
	Savannah..... AS8	

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

Fit for Service, Including Those Under Repair.

Type.	1906		1907		1908		1909		1910		1911	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.
		Tons.		*Tons.*		*Tons.*		*Tons.*		*Tons.*		*Tons.*
First-class battleships	16	198,250	22	292,146	25	334,146	25	334,146	29	406,146	29	406,146
Second-class 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
Training ship, sheathed	1	1,175	1	1,175	1	1,175	1	1,175	....	.....	....	.....
Training ships, steel	....	.....	2	3,600	2	3,600	2	3,600	2	3,600	2	3,600
Training brigantine	1	346	1	346	1	346	1	346	1	346	1	346
Special class	2	2,416	2	2,416	2	2,416	2	2,416	2	2,416	2	2,416
Gunboats under 500 tons	15	3,603	13	3,265	12	3,095	12	3,095	12	3,095	9	2,439
Torpedo-boat destroyers	16	6,695	16	6,695	16	6,695	16	6,695	21	10,195	33	19,099
Steel torpedo boats	35	5,737	35	5,737	35	5,737	33	5,299	33	5,299	31	5,111
Wooden torpedo boat	1	31	1	31	1	31	1	31	1	31	....	.....
Submarine torpedo boats	8	935	8	935	12	1,719	12	1,719	18	3,485	18	3,748
Iron steam vessels	5	5,861	4	3,606	3	3,056	3	3,056	3	3,056	3	3,056
Wooden steam vessels	5	8,840	5	8,840	5	8,840	5	8,840	3	5,565	3	5,565
Wooden sailing vessels	8	10,045	8	10,045	5	5,895	5	5,895	5	5,895	4	5,620
Tugs	41	13,060	40	12,703	41	13,606	12	14,361	43	15,133	44	15,833
Auxiliary cruisers	5	28,339	5	28,339	4	24,959	4	24,959	4	24,959	4	24,959
Converted yachts	23	11,881	23	11,872	22	11,750	21	11,453	19	10,421	18	10,106
Colliers	15	79,504	15	79,504	15	79,504	15	79,504	20	140,067	20	155,112
Submarine tenders	....	.....	1	357	2	807	2	807	4	4,702	5	6,771
Mine-laying ship	....	.....	....	.....	....	.....	1	4,083	1	4,083	1	4,083
Repair ship	....	.....	....	.....	1	3,380	1	3,380	1	3,380	1	3,380
Transports and supply ships	11	53,247	10	50,571	9	50,084	8	44,384	8	44,384	8	44,384
Hospital ships	1	3,300	1	3,300	1	3,300	2	9,000	2	9,000	2	9,000
Receiving ships	4	18,995	5	21,250	5	21,250	4	18,995	4	18,995	5	23,408
Prison ships	2	4,850	2	4,850	2	4,850	3	7,105	3	7,105	3	7,105
Total	276	692,592	285	835,465	292	923,483	292	941,753	308	1,075,407	311	1,090,826

* Taken from the 1911 edition; classification changes in the 1912 edition.

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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.
		Tons.		*Tons.*		*Tons.*		*Tons.*		*Tons.*		*Tons.*
First-class battleships..	9	135,896	5	74,000	4	72,000	6	115,650	4	95,650	6	149,650
Armored cruisers.....	6	85,360	4	56,360	1	14,500	....	.....	....	.....	....	.....
First-class cruisers.....	2	19,400	....	.....	....	.....	....	.....	....	.....	....	.....
Scout cruisers.....	3	11,250	3	11,250	1	3,750	....	.....	....	.....	....	.....
Training ships, steel....	2	3,600	....	.....	....	.....	....	.....	....	.....	....	.....
Torpedo-boat destroyers	....	.....	....	.....	5	6,500	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.

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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.
		Tons.		*Tons.*		*Tons.*		*Tons.*		*Tons.*
Battleships, single caliber	6	115,650	8	167,650	10	221,650	10	221,650	13	308,050
Battleships, mixed caliber	25	334,146	25	334,146	25	334,146	23	308,146	23	308,146
Armored cruisers	10	140,080	10	140,080	10	140,080	10	140,080	10	140,080
Cruisers, first class	5	46,465	5	46,465	5	46,465	5	46,465	5	46,465
Cruisers, second class	6	33,561	4	25,065	4	25,065	4	25,065	4	25,065
Cruisers, third class	15	48,748	15	48,748	15	48,748	15	48,748	16	50,820
Monitors	10	39,004	9	32,944	9	32,944	9	32,944	7	24,964
Destroyers	23	16,856	26	19,082	34	27,300	37	30,472	47	41,403
Coast torpedo vessels	16	6,695	16	6,695	16	6,695	16	6,695	16	6,695
Torpedo boats	28	4,821	26	4,446	19	3,365	19	3,365	18	3,300
Submarines	22	5,229	24	6,421	30	9,322	36	12,338	38	13,580
Tenders to torpedo vessels	7	20,661	7	20,661	6	19,484	7	20,892	8	31,927
Gunboats	27	25,078	27	25,078	30	27,890	30	27,890	28	25,937
Transports	5	26,595	5	26,595	5	26,595	5	26,595	4	22,235
Supply ships	4	25,400	4	25,400	4	25,400	4	25,400	4	25,400
Hospital ships	2	9,000	2	9,000	2	9,000	2	9,000	1	5,700
Fuel ships	19	160,313	21	205,352	22	237,051	23	251,581	20	239,430
Converted yachts	17	9,634	17	9,634	16	9,476	16	9,476	14	8,957
Tugs	44	15,884	45	18,024	45	18,024	45	18,024	47	19,431
Special type	6	26,335	8	48,333	8	43,333	8	43,333	8	45,904
Unserviceable for war purposes	26	59,421	22	50,771	21	47,501	19	43,976	21	46,291
Total	323	1,169,576	326	1,270,590	336	1,359,534	343	1,352,135	352	1,439,780

Under Construction.

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

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

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

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

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

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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.
Battleships.		*Tons.*		*Tons.*		*Tons.*		*Tons.*		*Tons.*		*Tons.*
Battleships, 1st line	16	435,750	16	435,750	11	421,900	11	421,900	27	857,650	27	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
Cruisers.												
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	[1] 19,360	1	[1] 19,360	1	[1] 19,360	1	[1] 19,360
Mine layers, 2d line	4	16,096	4	16,096	....	.....	....	.....	4	16,096	4	16,096
Subtotal	23	201,076	27	198,721	17	351,360	17	355,360	40	552,436	44	554,081
Destroyers.												
Destroyers, 1st line	214	252,578	279	331,483	70	85,009	4	4,860	284	337,587	283	336,343
Destroyers, 2d line	21	15,582	21	15,582	....	.....	....	.....	21	15,582	21	15,582
Light mine layers	14	16,674	14	16,674	....	.....	....	.....	14	16,674	14	16,674
Subtotal	249	284,834	314	363,739	70	85,009	4	4,860	319	369,843	318	368,599
Submarines.												
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
Patrol vessels.												
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
Auxiliaries.												
Special types	46	304,445	49	339,273	[2] 8	[2] 87,040	5	[2] 55,440	54	391,485	54	394,713
Fuel ships	22	288,306	25	325,286	3	46,400	1	14,800	25	334,706	26	340,086
Tugs	40	33,580	40	34,811	4	4,000	....	.....	44	37,580	40	34,811
Mine sweepers	46	43,700	46	43,700	....	.....	....	.....	46	43,700	46	43,700
Subtotal	154	670,031	160	743,070	15	137,440	6	70,240	169	807,471	166	813,310
Grand total	772	2,039,911	782	2,081,640	165	998,859	80	886,489	937	3,038,770	862	2,968,129

[1] Langley, under conversion; displacement subject to correction.
[2] Includes aircraft tender Wright, under conversion.

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

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

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

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

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

Type.	Fit for service, including those under repair.		Under construction.		Authorized but not yet placed.		Total.	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.
Battleships.								
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
Cruisers.								
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
Destroyers.								
Destroyers, 1st line	278	330,272	3	3,645	12	(1)	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	(1)	328	366,173
Submarines.								
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	(1)	3	(1)	6	(1)	12	(1)
Subtotal	89	47,765	37	29,575	6	(1)	132	77,340
Patrol vessels.								
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	(1)	661	2,111,762
Auxiliaries.								
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	[1] 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	[1] 101,634	.....	.....	.....	.....	32	101,634
Grand total	774	2,445,339	70	768,995	19	10,000	863	[1] 3,224,334

[1] Displacement of the following vessels not included: 12 destroyers; 12 fleet submarines; 1 tug, BAY SPRING; 3 unclassified, STURGEON BAY, BRIARCLIFFE, COMMODORE.

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SUMMARY OF VESSELS IN THE UNITED STATES NAVY JULY 1, 1923.

Type.	Total.		Under construction.		Authorized but not yet placed.		Total.	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.
Battleships, 1st line	18	500,650	9	357,000	.....	.....	27	857,650
Battleships, 2d line	8	128,000	.....	.....	.....	.....	8	128,000
Total battleship type	26	628,650	9	357,000	.....	.....	35	985,650
Battle cruisers, 1st line	.....	.....	4	174,000	.....	.....	4	174,000
Cruisers, 2d line	11	139,450	.....	.....	.....	.....	11	139,450
Light cruisers, 1st line	3	22,500	7	52,500	.....	.....	10	75,000
Light cruisers, 2d line	12	43,175	.....	.....	.....	.....	12	43,175
Aircraft carriers, 1st line	.....	.....	2	(1)	.....	.....	2	(1)
Aircraft carriers, 2d line	1	12,700	.....	.....	.....	.....	1	12,700
Mine layers, 2d line	4	16,096	.....	.....	.....	.....	4	16,096
Total cruiser type	31	233,921	13	226,500	.....	.....	44	460,421
Destroyers, 1st line	281	333,917	.....	.....	12	(1)	293	333,917
Destroyers, 2d line	21	15,582	.....	.....	.....	.....	21	15,582
Light mine layers	14	16,674	.....	.....	.....	.....	14	16,674
Total destroyer type	316	366,173	.....	.....	12	(1)	328	366,173
Submarines, 1st line	72	48,427	21	18,268	1	(1)	94	66,695
Submarines, 2d line	27	10,645	.....	.....	.....	.....	27	10,645
Fleet submarines, 1st line	3	(1)	3	(1)	6	(1)	12	(1)
Total submarines	102	59,072	24	18,268	7	(1)	133	77,340
Eagles	54	27,000	.....	.....	.....	.....	54	27,000
Submarine chasers	39	3,003	.....	.....	.....	.....	39	3,003
Gunboats	9	6,355	1	1,575	.....	.....	10	7,930
Yachts	8	8,891	.....	.....	.....	.....	8	8,891
Total patrol vessels	110	45,249	1	1,575	.....	.....	111	46,824
Total fighting ships	585	1,333,065	47	603,343	19	(1)	651	1,936,408
Destroyer tenders	7	80,700	2	21,200	.....	.....	9	101,900
Submarine tenders	7	44,443	1	10,000	.....	.....	8	54,443
Aircraft tender	1	11,000	.....	.....	.....	.....	1	11,000
Repair ships	2	25,170	1	10,000	.....	.....	3	35,170
Storeships	5	63,300	.....	.....	.....	.....	5	63,300
Colliers	7	112,070	.....	.....	.....	.....	7	112,070
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
Ocean tugs	38	33,630	.....	.....	.....	.....	38	33,630
Mine sweepers	46	43,700	.....	.....	.....	.....	46	43,700
Miscellaneous	6	48,386	.....	.....	.....	.....	6	48,386
Total auxiliaries	157	920,012	4	41,200	1	10,000	162	971,212
Unclassified	32	[1] 100,533	.....	.....	.....	.....	32	100,533
Total all types	774	2,353,610	51	644,543	20	10,000	845	[1] 3,008,153

[1] Displacement of the following not included: 2 aircraft carriers (LEXINGTON and SARATOGA); 12 destroyers (Nos. 348 to 359); 1 submarine (Neff boat, No. 108); 12 fleet submarines (T-1 to 3 & V-1 to 9); 2 unclassified (COMMODORE and STURGEON BAY).

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SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1924.

Type.	Fit for service, including those under repair.		Under construction.		Authorized but not yet placed.		Totals.	
	No.	Displacement.	No.	Displacement.	No.	Displacement.	No.	Displacement.
Battleships, 1st line	18	525,850					18	525,850
Cruisers, 2d line	11	139,450					11	139,450
Light cruisers, 1st line	8	60,000	2	15,000			10	75,000
Light cruisers, 2d line	11	39,975					11	39,975
Aircraft carriers, 1st line			2	(1)			2	(1)
Aircraft carriers, 2d line	1	12,700					1	12,700
Mine layers, 2d line	4	16,096					4	16,096
Subtotal	35	268,221	4	15,000			39	283,221
Destroyers, 1st line	267	318,010			12	(1)	279	318,010
Destroyers, 2d line	9	6,678					9	6,678
Light mine layers	14	16,674					14	16,674
Subtotal	290	341,362			12	(1)	302	341,362
Submarines, 1st line	44	38,386	6	5,436	1	(1)	51	43,822
Submarines, 2d line	69	33,086					69	33,086
Fleet submarines, 1st line	3	(1)	3	(1)	6	(1)	12	(1)
Subtotal	116	71,472	9	5,436	7	(1)	132	76,908
Eagles	53	26,500					53	26,500
Submarine chasers	35	2,695					35	2,695
Gunboats	9	7,580					9	7,580
Converted yachts	9	9,502					9	9,502
Subtotal	106	46,277					106	46,277
Total fighting ships	565	1,253,182	13	20,436	19	(1)	597	[1] 1,273,618
Destroyer tenders	7	80,700	2	21,200			9	101,900
Submarine tenders	8	57,843	1	10,600			9	68,443
Aircraft tenders	1	11,500					1	11,500
Repair ships	2	16,200	1	10,000			3	26,200
Store ships	5	61,500					5	61,500
Colliers	5	96,140					5	96,140
Oilers	20	281,496					20	281,496
Ammunition ships	2	21,200					2	21,200
Cargo ships	9	80,670					9	80,670
Transports	2	23,400			1	10,000	3	33,400
Hospital ships	3	25,817					3	25,817
Ocean tugs	38	33,630					38	33,630
Mine sweepers	45	42,750					45	42,750
Miscellaneous	8	64,316					8	64,316
Total auxiliaries	155	897,162	4	41,800	1	10,000	160	948,962
Unclassified	33	[1] 97,999					33	97,999
Total, all types	753	2,248,343	17	62,236	20	10,000	790	[1] 2,320,579

[1] Displacement of the following not included in the above: 2 aircraft carriers (LEXINGTON and SARATOGA); 12 destroyers (Nos. 348 to 359); 12 fleet submarines (T-1 to 3 and V-1 to 9); 4 unclassified (COMMODORE, ILLINOIS, STURGEON BAY, OREGON). Fleet submarine V-4 was authorized by act of Congress dated May 28, 1924, to be constructed as a fleet submarine (mine laying type), and under date of July 18, 1924, its construction was ordered at the navy yard, Portsmouth, N. H.

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VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY, JULY 1, 1924.

Name and number.	Builder.	Per cent of completion July 1, 1924.	
		Total.	Ship.
Aircraft carriers (CV).			
CV2 LEXINGTON.....(2)	Bethlehem S. B. Corp. (Fore River)....	49.6	43.2
CV3 SARATOGA.....(3)	New York S. B. Corp.....	47.7	45
Light cruisers (CL).			
CL12 MARBLEHEAD.....(12)	Wm. Cramp & Sons Co.....	94	91
CL13 MEMPHIS.....(13)	.....do.....	79.5	71.5
Auxiliaries.			
AR1 Repair ship MEDUSA.....(1)	Puget Sound Navy Yard.....	99.9	99.8
AD3 Destroyer tender DOBBIN.....(3)	Philadelphia Navy Yard.....	98.9	98.8
AD4 Destroyer tender WHITNEY.....(4)	Boston Navy Yard.....	96.3	96.2
AS3 Submarine tender HOLLAND....(3)	Puget Sound Navy Yard.....	47.5	41.7
Submarines (SS).			
SS153 S-42.....(153)	Electric Boat Co. (Quincy).....	96	96
SS154 S-43.....(154)	.....do.....	95.6	95.6
SS155 S-44.....(155)	.....do.....	94.5	94.5
SS156 S-45.....(156)	.....do.....	94.6	94.6
SS157 S-46.....(157)	.....do.....	94.5	94.5
SS158 S-47.....(158)	.....do.....	96.6	96.6
Fleet submarines (SF).			
SF4 V-1.....(163)	Portsmouth (N. H.) Navy Yard.....	79.2	78.8
SF5 V-2.....(164)	.....do.....	62.3	61.5
SF6 V-3.....(165)	.....do.....	54.3	53.1

NOTES.—The following vessels have been authorized but are not under construction or contract: Transport No. 2, HEYWOOD; destroyers Nos. 348 to 359, inclusive; fleet submarines Nos. 166 to 171 (V-4 to V-9, inclusive); submarine No. 108 (Neff boat), which was authorized to be equipped with Neff system of propulsion under special conditions which have never been met by the designer.

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, the 12 destroyers, and the 6 fleet submarines indicated above. But under date of July 18, 1924, fleet submarine V-4 was ordered to be built at the navy yard, Portsmouth, N. H., its construction as a fleet submarine (mine-laying type) having been authorized by act of Congress dated May 28, 1924.

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Heavier-than-air	242	
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Second line	40	305, 366
Aircraft tenders:		
Lighter-than-air	6	
Heavier-than-air	174	323, 366
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Ammunition ships	196	325
Ash lighters	273	
Auxiliaries, miscellaneous	232	330
Balloons, kite	242	
Barges:		
Coal	251	292
Fueling	261	
Fuel-oil	262	
Seaplane	263	292
Stevedoring	263	292
Torpedo-testing	264	
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Second line	1	
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Battleships:		
First line	8	299, 367
Second line	1	299, 367
Battleships being disposed of in accordance with the treaty limiting naval armaments		298
Car floats	271	
Cargo ships	198	325
Chasers, submarine	152	
Coal barges	251	292
Colliers	184	324
Converted yachts	162	321
Craft, air	241	
Craft, district	249	
Cruiser submarines	4	
Cruisers:		
First line	1	
Second line	16	303

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Titles.	Page. Ship data.	Historical data.
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First line	24	305, 370
Second line	30	305
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Floating	265	
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Destroyers:		
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Fuel ships:		
Colliers	184	324
Oilers	188	324
Garbage lighters	279	293
Gunboats	156	320
Harbor tugs	281	294
Heating scows	280	
Heavier-than-air aircraft	244	
Heavier-than-air aircraft tenders	174	323
Hospital ships	206	327
Kite balloons	242	
Launches and ferryboats	269	293
Launches, working	270	
Light cruisers:		
First line	24	305
Second line	30	305
Light mine layers	116	314
Lighter-than-air aircraft	242	
Lighter-than-air aircraft tenders	6	
Lighters:		
Advance base	287	
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Ash	273	293
Freight	274	293
Garbage	279	293
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Titles.	Page. Ship data.	Historical data.
Mine layers:		
First line	1	
Second line	42	306
Light	116	314
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Mine sweepers	220	329
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Monitors:		
First line	1	
Second line	1	302
Motor tugs	284	
Mud scows	281	294
Nonrigid airships	242	
Observation planes	244	
Ocean tugs	208	327
Oilers	188	324
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Patrol planes	244	
Patrol vessels:		
District	286	
Eagles	148	319
Gunboats	156	320
Submarine chasers	152	320
Yachts, converted	162	321
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Fighting	244	
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Titles.	Page. Ship data.	Historical data.
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Tenders:		
Aircraft	174	323
Destroyer	166	322
Submarine	170	322
Torpedo boats		306
Torpedo planes	246	
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Admiral Glass YFB2	Ferryboat	269	
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Alameda ex-AO10	Oiler		295, 324
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Albany CL23	Light cruiser, 2d line	30	305
Alden DD211	Destroyer, 1st line	46	312, 352
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Alex. Brown (ex) (2725) YT31	Harbor tug	283	
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Altair AD11	Destroyer tender	166	322
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Arapaho AT14	Ocean tug	208	327
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Arethusa AO7	Oiler	188	324
Argo	District craft, unclassified	287	
Argonne AS10	Submarine tender	170	323
Arizona BB39	Battleship, 1st line	8	301, 367
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Arkansas (ex) ex-BM7	Old monitor		302, 367
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Asheville PG21	Gunboat	156	320
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Aspinet (ex) YF176	Freight lighter	278	
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Atlanta	Old cruiser		303
Atlas (ex) YT27	Harbor tug	282	
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Aulick DD258	Destroyer, 1st line	46	312, 357
Ausburn, Charles DD294	do	46	313, 360
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Name.	Type.	Page. Ship data.	Page. Historical data.
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Bagley (ex) (24)	Torpedo boat		307, 350
Bagley DD185	Destroyer, 1st line	46	311, 350
Bailey (ex) (21)	Torpedo boat		307, 358
Bailey DD269	Destroyer, 1st line	46	312, 358
Bainbridge DD246	do	46	312, 356
Bainbridge (1)	Old destroyer		308, 356
Balch DD50	Destroyer, 1st line	46	309, 338
Ballard DD267	do	46	312, 358
Baltimore CM1	Mine layer, 2d line	42	306
Banaag YT104	Harbor tug	284	
Bancroft	Old practice vessel		319
Bancroft DD256	Destroyer, 1st line	46	312, 357
Barcelo ex-YT105	Harbor tug		295
Barker DD213	Destroyer, 1st line	46	312, 352
Barnes, Robert L AO14	Oiler	188	325
Barnett (1149) YT29	Harbor tug	283	
Barney (ex) (25)	Torpedo boat		307, 347
Barney DD149	Destroyer, 1st line	46	310, 347
Barry DD248	do	46	312, 356
Barry (2)	Old destroyer		308, 356
Bath AK4	Cargo ship	198	325
Bay Spring AT60	Ocean tug	208	328
Beale ex-DD40	Destroyer, 2d line		295, 308, 337
Beaufort AK6	Cargo ship	198	325
Beaver AS5	Submarine tender	170	322
Belknap DD251	Destroyer, 1st line	46	312, 356
Bell DD95	do	46	310, 341
Benham DD49	do	46	309, 337
Bennington (4)	Old gunboat		320
Berceau YFB3	Ferryboat (ex-torpedo boat No. 15)	269	306
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Biddle (ex) (26)	Torpedo boat		307, 347
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Black Hawk AD9	Destroyer tender	166	322
Blakeley (ex) (27)	Torpedo boat		307, 347
Blakeley DD150	Destroyer, 1st line	46	310, 347
Bobolink AM20	Mine sweeper	220	329
Boggs DD136	Destroyer, 1st line	52	310, 345
Booth, A. W. (ex) YT15	Harbor tug	282	
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Boreas AF8	Store ship	180	323
Borie DD215	Destroyer, 1st line	52	312, 353
Boston	Receiving ship (ex-cruiser) unclassified	236	331
Bouker No. 2 (1275) ex-YT30	Harbor tug		295
Boxer	Old training brig		295, 319
Branch DD197	Destroyer, 1st line	52	311, 351
Brant AM24	Mine sweeper	220	329
Brazos AO4	Oiler	188	324
Breck DD283	Destroyer, 1st line	52	313, 359
Breckinridge DD148	do	52	310, 346
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Bridge AF1	Store ship	180	323, 366
Bridgeport AD10	Destroyer tender	166	322
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Brooks DD232	Destroyer, 1st line	52	312, 354
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Brown, Albert (1050)	Harbor tug		295
Brown, Alex (ex) (2725) YT31	do	283	
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Bulmer DD222	Destroyer, 1st line	52	312, 353
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Burns DM11	Light mine layer	116	314, 349
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Name.	Type.	Page. Ship data.	Page. Historical data.
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California (ex) (6)	Old armored cruiser		304
Callao ex-YFB11	Ferryboat		295, 321
Camden AS6	Submarine tender	170	322
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Canopus AS9	Submarine tender	170	323
Capella AK13	Cargo ship	198	326
Captain Dud (ex) (3507) YD43	Floating derrick	267	
Car floats	District craft	271	
Cardinal ex-AM6	Mine sweeper		295, 329
Carl R. Gray (ex) (2671) YT35	Harbor tug	283	
Carrabasset AT35	Ocean tug	208	328
Case DD285	Destroyer, 1st line	52	313, 359
Cassin ex-DD43	do		295, 309, 337
Castine (6)	Old gunboat		320
Castro YFB621	Ferryboat	270	
Catawba (2200) YT32	Harbor tug	283	
Catherine Johnson (ex) YF161	Freight lighter	277	
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Chandler DD206	do	52	311, 352
Charles Ausburn DD294	do	46	313, 360
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Charlotte CA12	Cruiser, 2d line	16	304
Chase DD323	Destroyer, 1st line	52	313, 363
Chattanooga CL18	Light cruiser, 2d line	30	305
Chaumont AP5	Transport	202	326
Chauncey (3)	Old destroyer		308, 360
Chauncey ex-DD296	Destroyer, 1st line		295, 313, 360
Chemung AT18	Ocean tug	208	327
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Chester CL1	Light cruiser, 2d line	30	305
Chew DD106	Destroyer, 1st line	52	310, 342
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Cheyenne ex-BM10	Old monitor, unclassified	236	331
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Cincinnati (7)	Old cruiser		303
Cincinnati CL6	Light cruiser, 1st line	24	305, 371
Clarinda YP185	Motor boat (district craft)	286	
Claxton DD140	Destroyer, 1st line	52	310, 346
Clemson DD186	do	52	311, 350
Cleveland CL21	Light cruiser, 2d line	30	305
Coal barges	District craft	251	292
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Coast B. S. No. 2 (ex-Massachusetts) ex-BB2	do		299, 369
Coast B. S. No. 4 (ex-Iowa) ex-BB4	do		295, 332, 369
Coast T. B. No. 6 (ex-Morris) (14)	Old torpedo boat		295, 332
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Cole DD155	do	52	311, 347
Colhoun DD85	do	58	309, 340
Colorado BB45	Battleship, 1st line	8	301, 368
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Columbia, old ex-CA16	Old cruiser		304
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Concord (3)	Old gunboat		320
Concord (773) YT33	Harbor tug	283	
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Name.	Type.	Page. Ship data.	Page. Historical data.
Conner....DD72	Destroyer, 1st line	58	309, 339
Constellation....ex-CC2	Battle cruiser, 1st line		295, 298, 369
Constellation, Old	Old frigate	236	333
Constitution....ex-CC5	Battle cruiser, 1st line		295, 298, 303, 370
Constitution, Old	Old frigate	236	333
Contocook....AT36	Ocean tug	208	328
Converse....DD291	Destroyer, 1st line	58	313, 360
Conyngham....ex-DD58	do		295, 309, 338
Cormorant....AM40	Mine sweeper	220	330
Corry....DD334	Destroyer, 1st line	58	313, 364
Cowell....DD167	do	58	311, 349
Coyle, C. G. (ex)....YT26	Harbor tug	282	
Crane....DD109	Destroyer, 1st line	58	310, 342
Crane Ship No. 1 (Kearsarge)	Crane ship	236	299, 332
Craven....(10)	Torpedo boat		306, 339
Craven....DD70	Destroyer, 1st line	58	309, 339
Crosby....DD164	do	58	311, 348
Crowninshield....DD134	do	58	310, 345
Culgoa....ex-AF3	Storeship		295, 323
Cumberland	Old training vessel	236	332
Cummings....ex-DD44	Destroyer, 1st line		295, 309, 337
Curlew....AM8	Mine sweeper	220	329
Cushing....DD55	Destroyer, 1st line	58	309, 338
Cushing....(1)	Torpedo boat		306, 338
Cuyama....AO3	Oiler	188	324
Cyane....YFB4	Ferryboat (ex torpedo boat No. 16)	270	306
Cyclops....(4)	Collier		324
D-1....ex-SS17	Submarine, 2d line		315
D-2....ex-SS18	do		295, 315
D-3....ex-SS19	do		295, 315
Dahlgren (ex)....(9)	Torpedo boat		306, 351
Dahlgren....DD187	Destroyer, 1st line	58	311, 351
Dale....DD290	do	58	312, 360
Dale....(4)	Old destroyer		308, 360
Dallas....DD199	Destroyer, 1st line	58	311, 352
Dapdap....YFB684	Working launch	270	
Dart....YFB308	Ferry launch	270	
Davis....(12)	Torpedo boat		306, 339
Davis....DD65	Destroyer, 1st line	58	309, 339
Decatur....(5)	Old destroyer		308, 364
Decatur....DD341	Destroyer, 1st line	58	314, 364,
Delaware....ex-BB28	Battleship, 1st line		295, 298, 301
Delaware (SP467)....YT111	Harbor tug	285	328
Delong (ex)....(28)	Torpedo boat		307, 344
De Long....ex-DD129	Destroyer, 1st line		295, 310, 344
Delphy....ex-DD261	do		295, 312, 357
Denebola....AD12	Destroyer tender	166	322
Dent....DD116	Destroyer, 1st line	58	310, 343
Denver....CL16	Light cruiser, 2d line	30	305
Derricks, floating	District craft	265	293
Des Moines....CL17	Light cruiser, 2d line	30	305
Despatch....PY8	Yacht	162	321
Destroyers 200 to 205			311
Destroyers 348 to 359			314
Detroit....(10)	Old cruiser		303
Detroit....CL8	Light cruiser 1st line	24	305, 371
Dickerson....DD157	Destroyer, 1st line	58	311, 347
Dixie....ex-AD1	Destroyer tender		295, 322
Dobbin....AD3	do	166	322, 365
Dolphin....ex-PG24	Gunboat		320
Donaldson No. 5 (ex)....YC548	Coal barge	260	
Dorsey....DD117	Destroyer, 1st line	58	310, 343
Downes....ex-DD45	do		295, 309, 337
Doyen....DD280	do	58	313, 359
Drayton....DD23	Destroyer, 2d line	112	308, 336
Dreadnaught (1951)....YT34	Harbor tug	283	
Dredges	District craft	269	293
Dubuque....ex-AG6	Old gunboat	236	332
Dud, Captain (ex) (3507)....YD43	Floating derrick	267	
Duncan....DD46	Destroyer, 1st line	58	309, 337
Du Pont (ex)....(7)	Torpedo boat		306, 347
Du Pont....DD152	Destroyer, 1st line	58	310, 347

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Name.	Type.	Page. Ship data.	Page. Historical data.
Dyer.....DD84	Destroyer, 1st line	58	309, 340
E-1 and E-2	Submarines, 2d line		315
Eagle 17.....ex-PE17	Patrol		295
Eagle 31.....ex-PE31	do		295
Eagles	Patrol vessels	148	319
Eastland (ex)	Old gunboat	236	333
Edithia.....YP214	Motor boat (district craft)	286	
Edsall.....DD219	Destroyer, 1st line	64	312, 353
Edward Luckenbach (ex).....YT24	District tug	282	
Edwards.....DD265	Destroyer, 1st line	64	312, 357
Edwards, John D.....DD216	do	64	312, 353
Eider.....AM17	Mine sweeper	220	329
Elcano.....PG38	Gunboat	156	321
Ellen Browning.....YP3234	Motor boat		295
Elliott.....DD146	Destroyer, 1st line	64	310, 346
Ellis.....DD154	do	64	310, 347
El Toro (ex).....YT18	Harbor tug	282	
Engineer (ex).....YFB12	Ferryboat	270	
Enterprise (ex).....YT16	Harbor tug	282	
Ericsson.....ex-DD56	Destroyer, 1st line		295, 309, 338
Ericsson.....(2)	Torpedo boat		306, 338
Erie (ex).....AR4	Repair ship		323
Essex	Old gunboat	236	332
Estelle (747)	District craft, unclassified	287	
Evans.....DD78	Destroyer, 1st line	64	309, 340
F-2.....ex-SS21	Submarine, 2d line		295, 315
F-3.....ex-SS22	do		295, 315
Fairfax.....DD93	Destroyer, 1st line	64	310, 341
Faithful.....YFB5	Ferry launch	270	
Falcon.....AM28	Minesweeper	220	329
Fanning.....DD37	Destroyer, 2d line		295, 308, 337
Farenholt.....DD332	Destroyer, 1st line	64	313, 363
Farquhar.....DD304	do	64	313, 361
Farragut (ex).....(11)	Torpedo boat		306, 361
Farragut.....DD300	Destroyer, 1st line	64	313, 361
Favorite (1385)	District craft, unclassified	287	
Fearless (ex).....YF158	Freight lighter	277	
Fern (ex)	Old gunboat	295	332
Ferry boats	District craft	269	293
Finch.....AM9	Mine sweeper	220	329
Flamingo.....ex-AM32	do		295, 329
Florida.....BB30	Battleship, 1st line	8	301, 367
Florida (ex).....ex-BM9	Old monitor		297, 333, 367
Flusser.....(20)	Old destroyer		308, 360
Flusser.....DD289	Destroyer, 1st line	64	313, 360
Foote.....DD169	do	64	311, 349
Foote (ex).....(3)	Torpedo boat		306, 349
Ford, John D.....DD228	Destroyer, 1st line	64	312, 354
Fowler, T. P. (ex).....YT17	Harbor tug	282	
Fox.....(13)	Torpedo boat		306, 355
Fox.....DD234	Destroyer, 1st line	64	312, 355
Francis B. Hackett (ex).....YT36	Harbor tug	283	
Fred D. U. Robbins (ex) (3647).YF118	Freight lighter	277	
Frederick.....CA8	Cruiser, 2d line	16	304
Freight lighters	District craft	274	293
Fuel oil barges	do	262	
Fueling barges	do	261	
Fuller.....ex-DD297	Destroyer, 1st line		295, 313, 360
Fulton.....AS1	Submarine tender	170	322, 365
G-1 to G-3	Old submarines		315
Galveston.....CL19	Light cruiser, 2d line	30	305
Gamble.....DD123	Destroyer, 1st line	64	310, 343
Gannet.....AM41	Minesweeper	220	330
Garbage lighters	District craft	279	293
General Alava.....AG5	Auxiliary, miscellaneous	232	330
Genesee.....AT55	Ocean tug	208	328
George E. Badger.....DD196	Destroyer, 1st line	46	311, 351
Georgia.....ex-BB15	Battleship, 2d line		295, 298, 300
Gillis.....DD260	Destroyer, 1st line	64	312, 357
Gilmer.....DD233	do	64	312, 354
Glacier.....ex-AF4	Store ship		295, 323
Goff.....DD247	Destroyer, 1st line	64	312, 356
Goldsborough (ex).....(20)	Torpedo boat		307, 351
Goldsborough.....DD188	Destroyer, 1st line	64	311, 351
Gold Star.....AG12	Auxiliary, miscellaneous	232	331
Goliah (1494)	Tug (District craft)		295

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Name	Type.	Page. Ship data.	Page. Historical data.
Gopher	Old gunboat		295, 332
Gordon (ex) (2172) YR12	Floating workshop	285	
Goshawk (42)	Mine sweeper		330
Graham ex-DD192	Destroyer, 1st line		295, 311, 351
Grampus (1708)	District craft, unclassified	287	
Granite State	Old frigate		332
Gray, Carl R. (ex) (2671) YT35	Harbor tug	383	
Great Northern (ex)	Auxiliary miscellaneous		331
Grebe AM43	Mine sweeper	220	329
Greene DD266	Destroyer, 1st line	64	312, 357
Greene, Howard (ex) (2200) YT32	Harbor tug	283	
Greer DD145	Destroyer, 1st line	64	310, 346
Gregory DD82	do	64	309, 340
Gridley DD92	do	64	309, 341
Gulfport ex-AK5	Cargo ship		295, 325
Gwin (ex) YFB4	Ferryboat (ex-torpedo boat No. 16)	270	306, 339
Gwin DD71	Destroyer, 1st line	70	309, 339
H-1	Old submarine		315
H-2 to H-9	Submarines, 2d line	132	316, 318
Hackett, Francis B. (1161) ex-YT36	Harbor tug	283	
Hale DD133	Destroyer, 1st line	70	310, 345
Hamilton DD141	do	70	310, 346
Hamilton, Paul DD307	do	70	313, 357
Hancock ex-AP3	Old receiving ship, unclassified	236	332
Hannibal AG1	Auxiliary, miscellaneous	232	330
Haraden DD183	Destroyer, 1st line	70	311, 350
Harbor tugs	District craft	281	
Harding DD91	Destroyer, 1st line	70	309, 341
Harry (ex) (3536) YR10	Floating workshop	285	
Hart DM8	Light mine layer	116	314, 342
Hartford	Old corvette, unclassified	236	332
Hatfield DD231	Destroyer, 1st line	70	312, 354
Hawk ex-PY2	Old converted yacht, unclassified	236	332
Hazelwood DD107	Destroyer, 1st line	70	310, 342
Heating scows	District craft	280	
Hector (7)	Collier		324
Helena PG9	Gunboat	156	320
Helenita ex-YP2230	District craft, patrol		296
Helori YP181	do	286	
Henderson AP1	Transport	202	326, 365
Henley DD39	Destroyer, 2d line	112	308, 337
Henshaw DD278	Destroyer, 1st line	70	313, 358
Herbert DD160	do	70	311, 348
Hercules (ex) YD11	Floating derrick	266	
Hercules YT13	Harbor tug	281	
Hercules (ex) (3190) ex-YE30	Ammunition lighter		293
Hermes	District craft, unclassified	287	
Herndon DD198	Destroyer, 1st line	70	311, 351
Heron AM10	Mine sweeper	220	329
Herreshoff No. 306 (1841) ex-YP1841	District craft, patrol		296
Herreshoff No. 308 (2232)	do		296
Herreshoff No. 323 YP2840	do	286	
Heywood AP2	Transport	202	326, 365
Hogan DD178	Destroyer, 1st line	70	311, 350
Holland (1)	Old submarine		314, 366
Holland AS3	Submarine tender	170	322
Hopewell DD181	Destroyer, 1st line	70	311, 350
Hopkins DD249	do	70	312, 356
Hopkins (6)	Old destroyer		308, 356
Houston ex-AK1	Cargo ship		296, 325
Hovey DD208	Destroyer, 1st line	70	311, 352
Howard DD179	do	70	311, 350
Howard Greene (ex) (2200) YT32	Harbor tug	283	
Hudson (ex) (2121) YD44	Floating derrick	267	
Hulbert DD342	Destroyer, 1st line	70	314, 364
Hull DD330	do	70	313, 363
Hull (7)	Old destroyer		308, 363
Humphreys DD236	Destroyer, 1st line	70	312, 355
Hunt DD194	do	70	311, 351
Huntington CA5	Cruiser, 2d line	16	304
Huron CA9	do	16	304
Huron (ex) AT19	Ocean tug		327
Idaho BB42	Battleship, 1st line	8	301, 368
Idaho (24)	Battleship		301, 368
Illinois ex-BB7	Old battleship, unclassified	236	298, 332
Inca YFB280	Ferryboat	280	
Indian Head (ex) ex-YF156	Freight lighter		293
Indiana ex-BB50	Battleship, 1st line		296, 298, 302, 369
Indiana (ex) ex-BB1	Old battleship		299

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Name.	Type.	Page. Ship data.	Page. Historical data.
Ingraham DM9	Light mine layer	116	314, 342
Ingram, Osmond DD255	Destroyer, 1st line	70	312, 357
Intrepid	Old training vessel		332
Iona YT107	Harbor tug	285	
Iosco (ex) AT27	Ocean tug		327
Iowa (ex) ex-BB4	Old battleship		295, 299
Iowa ex-BB53	Battleship, 1st line		296, 298, 302, 369
Iroquois AT46	Ocean tug	208	328
Isabel PY10	Converted yacht	162	321
Isherwood DD284	Destroyer, 1st line	70	313, 359
Israel DM3	Light mine layer	116	314, 341
Iuka AT37	Ocean tug	208	328
Iwana YT2	Harbor tug	281	327
Jacob Jones (61)	Old destroyer		309, 344
Jacob Jones DD130	Destroyer, 1st line	70	310, 344
James K. Paulding DD238	do	88	312, 355
James Logan (ex) (2741) YF121	Freight lighter	277	
James, Reuben DD245	Destroyer, 1st line	70	312, 356
James Wooley YT45	Harbor tug	283	
Jarvis DD38	Destroyer, 2d line	112	308, 337
Jason AC12	Collier	184	324
Jenkins DD42	Destroyer, 2d line	112	308, 337
J. Fred Talbott DD156	Destroyer, 1st line	100	311, 347
John D. Edwards DD216	do	64	312, 353
John D. Ford DD228	do	64	312, 354
John Francis Burnes DD299	do	52	313, 361
Johnson, Catherine (ex) (390) YF161	Freight lighter	277	
Jones, Jacob (61)	Old destroyer		309, 344
Jones, Jacob DD130	Destroyer, 1st line	70	310, 344
Jones, Paul DD230	do	70	312, 354
Jones, William DD308	do	70	313, 361
Jouett ex-DD41	Destroyer, 2d line		296, 308, 337
Jupiter (ex) CV1	Aircraft carrier	40	305
K-1 to K-8	Submarines, 2d line	132	316
Kalk DD170	Destroyer, 1st line	76	311, 349
Kalmia AT23	Ocean tug	208	327
Kanawha AO1	Oiler	188	324
Kane DD235	Destroyer, 1st line	76	312, 355
Kansas ex-BB21	Battleship, 2d line		296, 298, 300
Katahdin (ex) AT28	Ocean tug		328
Katahdin	Old ram		319
Kaweah AO15	Oiler	188	325
Kearsarge, crane ship No. 1 ex-BB5	Crane ship	236	299, 332
Kennedy DD306	Destroyer, 1st line	76	313, 361
Kennison DD138	do	76	310, 345
Kentucky ex-BB6	Battleship, 2d line		296, 299
Keosanqua AT38	Ocean tug	208	328
Kewaydin AT24	do	208	327
Kickapoo (ex) AT29	do		328
Kidder DD319	Destroyer, 1st line	76	313, 362
Kilty DD137	do	76	310, 345
Kimberly DD80	do	76	309, 340
Kineo (ex) AT39	Ocean tug		328
King DD242	Destroyer, 1st line	76	312, 355
Kingfisher AM25	Mine sweeper	220	329
Kite (ex) YFB663	Ferry launch	270	
Kittery AK2	Cargo ship	198	325
Koka AT31	Ocean tug	208	328
L-1 ex-SS40	Submarine, 2d line		296, 316
L-2, 3, 5 to 9, 11	Submarines, 2d line	132	316
L-4 ex-SS43	Submarine, 2d line		295, 316
L-10 ex-SS50	do		296, 316
Lamberton DD119	Destroyer, 1st line	76	310, 343
Lamson (18)	Old destroyer		308, 363
Lamson DD328	Destroyer, 1st line	76	313, 363
Langley CV1	Aircraft carrier, 2d line	40	305, 366
Lansdale DM6	Light mine layer	116	314, 342
Lapwing AM1	Mine sweeper	220	329
Laramie AO16	Oiler	188	325
Lardner DD286	Destroyer, 1st line	76	313, 359
Lark AM21	Minesweeper	220	329
Laub DD263	Destroyer, 1st line	76	312, 357
Launch No. 132 YFB132	Ferry launch	270	
Launch No. 1048 YFB1048	do	270	
Launch No. 1059 YFB1059	do	270	
Launches	District craft	269	
La Vallette DD315	Destroyer, 1st line	76	313, 362
Lawrence (8)	Old destroyer		308, 356

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Name.	Type.	Page. Ship data.	Page. Historical data.
Lawrence DD250	Destroyer, 1st line	76	312, 356
Lawrence M. Sullivan (ex) (1933) YE29	Ammunition lighter	272	
Lea DD118	Destroyer, 1st line	76	310, 343
Leary DD158	do	76	311, 347
Lebanon ex-AG2	Auxiliary miscellaneous		330
Lee, S. P ex-DD310	Destroyer, 1st line		296, 313, 361
Leonidas ex-AD7	Destroyer tender		322
Leslie YFB7	Ferryboat	270	
Levant (23)	Torpedo boat		307
Lexington CV2	Aircraft carrier, 1st line	38	298, 305, 366
Litchfield DD336	Destroyer, 1st line	76	314, 364
Little DD79	do	76	309, 340
Lively YT14	Harbor tug	281	
Logan, James (ex) (2741) YF121	Freight lighter	277	
Long DD209	Destroyer, 1st line	76	311, 352
Long Beach ex-AK9	Cargo ship		326
Louisiana ex-BB19	Battleship, 2d line		296, 298, 300
Luce DM4	Light mine layer	116	314, 341
Luckenbach, Edward (ex) YT24	Harbor tug	282	
Luckenbach No. 4 (ex) (1250)	Tug (district craft)	287	
Luckenbach No. 5 (ex) (982) YT42	Harbor tug	283	
Ludlow DM10	Light mine layer	116	314, 342
Lykens AT56	Ocean tug	208	328
M-1 ex-SS47	Submarine, 2d line		296, 316
Macdonough DD331	Destroyer, 1st line	76	313, 363
MacDonough (9)	Old destroyer		308, 363
Machias (5)	Old gunboat		320
Mackenzie (17)	Torpedo boat		307, 350
Mackenzie DD175	Destroyer, 1st line	76	311, 350
MacLeish DD220	do	76	312, 353
Maddox DD168	do	76	311, 349
Magdalena YFB687	Working launch	270	
Mahan DM7	Light mine layer	116	314, 342
Mahanna ex-AG8	Auxiliary miscellaneous		331
Mahopac AT29	Ocean tug	208	327
Maine	Old battleship		299
Maine ex-BB10	do		298, 300
Mallard AM44	Mine sweeper	220	330
Manley DD74	Destroyer, 1st line	76	309, 340
Manley (ex) (23)	Torpedo boat		307, 340
Marblehead ex-PG27	Old gunboat		320
Marblehead CL12	Light cruiser, 1st line	24	305, 372
Marcus DD321	Destroyer, 1st line	76	313, 362
Marietta (15)	Gunboat		320
Mars ex-AC6	Collier		296, 324
Maryland BB46	Battleship, 1st line	8	301, 368
Maryland (ex) CA8	Cruiser, 2d line	16	304, 368
Mason DD191	Destroyer, 1st line	82	311, 351
Massachusetts ex-BB54	Battleship, 1st line		296, 298, 302, 369
Massachusetts (ex) ex-BB2	Old battleship		299, 369
Massasoit YT15	Harbor tug	282	
Mattole AO17	Oiler	188	325
Maumee AO2	do	188	324
Maury DM5	Light mine layer	116	314, 341
May (164)	Patrol		296
Mayflower PY1	Converted yacht	162	321
Mayrant DD31	Destroyer, 2d line	112	308, 336
McCall ex-DD28	do		296, 308, 336
McCalla DD253	Destroyer, 1st line	82	312, 356
McCawley DD276	do	82	313, 358
McCook DD252	do	82	312, 356
McCormick DD223	do	82	312, 353
McDermut DD262	do	82	312, 357
McDougal ex-DD54	do		296, 309, 338
McFarland DD237	do	82	312, 355
McKean DD90	do	82	309, 341
McKee (18)	Torpedo boat		307, 341
McKee DD87	Destroyer, 1st line	82	309, 341
McLanahan DD264	do	82	312, 357
McMath (ex) (3303) YF112	Freight lighter	276	
Meade DD274	Destroyer, 1st line	82	313, 358
Medusa AR1	Repair ship	176	323
Melville AD2	Destroyer tender	166	322, 365
Melvin DD335	Destroyer, 1st line	82	314, 364
Memphis (10)	Old armored cruiser		304, 368

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Name.	Type.	Page. Ship data.	Page. Historical data.
Memphis.....CL13	Light cruiser, 1st line	24	305, 372
Mendota (773).....YT33	Harbor tug	283	
Mercedes.....YT108	do	285	
Mercy.....AH4	Hospital ship	206	327
Meredith.....DD165	Destroyer, 1st line	82	311, 349
Mervine.....DD322	do	82	313, 363
Meyer.....DD279	do	82	313, 359
Miantonomoh.....(5)	Old monitor		302
Michigan.....ex-BB27	Battleship, 2d line		296, 298, 301
Michigan	Old gunboat	236	333
Milwaukee.....CL5	Light cruiser, 1st line	24	305, 370
Milwaukee.....(21)	Old cruiser		304, 370
Minneapolis.....ex-CA17	Cruiser, 2d line		304
Minnesota.....ex-BB22	Battleship, 2d line		296, 298, 300
Mississippi.....BB41	Battleship, 1st line	8	301, 368
Mississippi.....(23)	Battleship		301, 368
Missoula.....CA13	Cruiser, 2d line	16	304
Missouri.....ex-BB11	Old battleship		298, 300
Modoc.....YT16	Harbor tug	282	
Mohave.....AT15	Ocean tug	208	327
Mohawk.....YT17	Harbor tug	282	
Mohican	Old corvette, unclassified		332
Mohodoc (ex).....YM8	Dredge	269	
Monadnock.....ex-BM3	Old monitor		296, 332
Monaghan.....ex-DD32	Destroyer, 2d line		296, 308, 336
Monarch (ex).....YF157	Freight lighter	277	
Monocacy.....PG20	Gunboat	156	320
Montana.....ex-BB 51	Battleship, 1st line		296, 298, 302, 369
Montana (ex).....CA13	Cruiser, 2d line	16	304, 369
Montcalm.....AT39	Ocean tug	208	328
Monterey.....ex-BM6	Old monitor		302
Montgomery (ex).....(9)	Old cruiser		303
Montgomery.....DD121	Destroyer, 1st line	82	310, 343
Moody.....DD277	do	82	313, 358
Moosehead (ex).....YFB2047	Ferryboat	270	
Morris (ex) (C. T. B. No. 6).....(14)	Old torpedo boat		295, 332, 358
Morris.....DD271	Destroyer, 1st line	82	312, 358
Motor Tugs	District craft	284	
Mud Scows	do	281	294
Mugford.....DD105	do	82	310, 342
Mullany.....DD325	do	82	313, 363
Murray.....DM2	Light mine layer	116	314, 341
N-1 to N-3	Submarines, 2d line	132	316
N-4.....ex-SS56	Submarine, 2d line		296, 316
N-5.....ex-SS57	do		296, 316
N-6.....ex-SS58	do		296, 316
N-7.....ex-SS59	do		316
Nahant (1250)	District craft, unclassified	287	
Nahma (ex).....YFB1	Ferry boat		295
Nanshan.....ex-AG3	Auxiliary, miscellaneous		330
Nantucket.....ex-PG23	Old gunboat, unclassified	236	332
Napa.....AT32	Ocean tug	208	328
Narkeeta.....YT3	Harbor tug	281	327
Narragansett.....YFB1163	Ferryboat	270	
Nashville.....ex-PG7	Old gunboat		320
Nausett (2671).....YT35	Harbor tug	83	
Navajo.....AT52	Ocean tug	14	328
Navigator (2225).....YT39	Harbor tug	83	
Navy Yard.....YFB8	Ferry launch	70	
Nebraska.....ex-BB14	Battleship, 2d line		296, 298, 300
Neches.....AO5	Oiler	188	324
Neptune.....AC8	Collier	184	324
Nereus.....AC10	do	184	324
Nero.....ex-AC17	do		296, 324
Neff Submarine	Submarine No. 108	128	317
Nevada.....BB36	Battleship, 1st line	8	301, 367
Nevada (ex).....ex-BM8	Old monitor		302, 367
Newark.....(1)	Old cruiser		303
New Hampshire.....ex-BB25	Battleship, 2d line		296, 298, 301
New Hampshire (ex)	Old frigate		332
New Jersey.....ex-BB16	do		296, 298, 300

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Name.	Type.	Page. Ship data.	Page. Historical data.
New Mexico BB40	Battleship, 1st line	8	301, 368
New Orleans CL22	Light cruiser, 2d line	30	305
Newport ex-PG12	Old gunboat, unclassified	236	332
Newport News AK3	Cargo ship	198	325
Newton	Unclassified	236	333
New York BB34	Battleship, 1st line	8	301, 367
New York (ex) CA2	Cruiser, 2d line		304, 367
Niagara PY9	Converted yacht	162	321
Niagara (ex) AS1	Submarine tender		322
Nicholas ex-DD311	Destroyer, 1st line		296, 313, 362
Nicholson (29)	Torpedo boat		307, 338
Nicholson DD52	do	82	309, 338
Nipsic (ex) AT32	Ocean tug		328
Nitro AE2	Ammunition ship	196	325
Noa DD343	Destroyer, 1st line	82	314, 364
Nokomis PY6	Yacht	162	321
North Carolina (ex) CA12	Cruiser, 2d line	16	304
North Carolina ex-BB52	Battleship, 1st line		296, 298, 302, 369
North Dakota BB29	Old battleship (mobile target)	236	298, 333
North Pole (ex) (2147) YD45	Floating derrick	267	
Nottoway YT18	Harbor tug	282	
O-1 to 4, 6 to O-8	Submarines, 1st line	132	317
O-5 ex-5566	Submarine, 2d line		296, 317
O-9 to O-16	Submarines, 2d line	136	317
O'Bannon DD177	Destroyer, 1st line	82	311, 350
O'Brien DD51	do	82	309, 338
O'Brien (30)	Torpedo boat		307, 338
Oconee (ex) AT31	Ocean tug		328
Ohio ex-BB12	Battleship, 2d line		296, 298, 300
Oklahoma BB37	Battleship, 1st line	8	301, 367
Old Constellation	Old frigate, unclassified	236	333
Old Constitution	do	236	333
Olympia CL16	Light cruiser, 2d line	30	305
Omaha CL4	Light cruiser, 1st line	24	305, 370
Ontario AT13	Ocean tug	214	327
Ontario (ex) AR3	Repair ship		323
Oregon ex-BB3	Old battleship (relic), unclassified	236	298, 299, 333
Oriole AM7	Mine sweeper	220	329
Orion AC11	Collier	184	324
Ortolan AM45	Mine sweeper	220	329
Osborne DD295	Destroyer, 1st line	88	313, 360
Osceola ex-AT47	Ocean tug		296, 328
Osmond Ingram DD255	Destroyer, 1st line	70	312, 357
Osprey ex-AM29	Mine sweeper		329
Otter YFB663	Ferryboat	270	
Overton DD239	Destroyer, 1st line	88	312, 355
Owl AM2	Mine sweeper	220	329
Ozark ex-BM7	Old monitor		302, 367
Paducah ex-AG7	Old gunboat, unclassified	236	333
Palmer DD161	Destroyer, 1st line	88	311, 348
Palos PG16	Gunboat	156	320
Pampanga PG39	do	156	321
Panther ex-AD6	Destroyer tender		296, 322
Parker DD48	Destroyer, 1st line	88	309, 337
Parrott DD218	do	88	312, 353
Partridge AM16	Mine sweeper	220	329
Patapsco AT10	Ocean tug	214	327
Patoka AO9	Oiler	188	326
Patterson ex-DD36	Destroyer, 2d line		296, 308, 336
Patuxent AT11	Ocean tug	214	327
Paulding ex-DD22	Destroyer, 2d line		296, 308, 336
Paulding, James K DD238	Destroyer, 1st line	88	312, 355
Paul Hamilton DD307	do	70	313, 357
Paul Jones (10)	Old destroyer		308, 354
Paul Jones DD230	Destroyer, 1st line	70	312, 354
Pawnee ex-YT21	Harbor tug		296
Pawtucket YT7	do	281	327
Peacock AM46	Mine sweeper	226	330
Peary DD226	Destroyer, 1st line	88	312, 354
Pecos AO6	Oiler	188	324
Pee Jee (ex) (3287) ex-YF113	Freight lighter		296
Pelican AM27	Mine sweeper	226	329
Penacook YT6	Harbor tug	281	327
Penguin AM33	Mine sweeper	226	329
Pennsylvania BB38	Battleship, 1st line	8	301, 367

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Name.	Type.	Page. Ship data.	Page. Historical data.
Pennsylvania (ex)—CA4	Cruiser, 2d line		304, 367
Penobscot (982)—YT42	Harbor tug	283	
Pensacola—AG13	Auxiliary, miscellaneous	232	331
Pentucket—YT8	Harbor tug	281	327
Penwood (ex)—YT12	do	281	
Peoria—YT109	do		328
Percival—DD298	Destroyer, 1st line	88	313, 360
Perkins—DD26	Destroyer, 2d line	112	308, 336
Perry—(11)	Old destroyer		308, 364
Perry—DD340	Destroyer, 1st line	88	314, 364
Petrel—(2)	Old gunboat		320
Philadelphia	Old cruiser, unclassified	236	332
Philip—DD76	Destroyer, 1st line	88	309, 340
Pigeon—AM47	Mine sweeper	226	330
Pile drivers	District craft	280	293
Pillsbury—DD227	Destroyer, 1st line	88	312, 354
Pinola—AT33	Ocean tug	214	328
Piscataqua—AT49	do	214	328
Pittsburgh—CA4	Cruiser, 2d line	16	304
Plover—(12)	Mine sweeper		329
Pocahontas (ex)—AT18	Ocean tug		327
Pompey—ex-AF5	Store ship		296, 323
Pope—DD225	Destroyer, 1st line	88	312, 354
Porpoise—YFB2047	Ferryboat	270	
Porter—(6)	Torpedo boat		306, 338
Porter—ex-DD59	Destroyer, 1st line		296, 309, 338
Potomac—ex-AT50	Ocean tug		296, 328
Power floats No. 24 and No. 25	District craft, unclassified	287	
Powhatan (ex)—YT12	Harbor tug	281	
Prairie—ex-AD5	Destroyer tender		296, 322
Preble—(12)	Old destroyer		308, 364
Preble—DD345	Destroyer, 1st line	88	314, 364
Preston—(19)	Old destroyer		308, 363
Preston—DD327	Destroyer, 1st line	88	313, 363
Preston, William B—DD344	do	88	314, 364
Princeton—ex-PG13	Gunboat		320
Privateer—YP179	District craft, patrol	286	
Procyon—AG11	Auxiliary, miscellaneous	232	331
Prometheus—AR3	Repair ship	176	323
Proteus—AC9	Collier	184	324
Pruitt—DD347	Destroyer, 1st line	88	314, 365
Pueblo—CA7	Cruiser, 2d line	16	304
Puritan—(1)	Old monitor		302
Putnam—DD287	Destroyer, 1st line	88	313, 359
Pyro—AE1	Ammunition ship	196	325
Quail—AM15	Mine sweeper	226	329
Quincy—ex-AK10	Cargo ship		296, 326
Quiros—ex-PG40	Gunboat		296, 321
R-1 to R-27	Submarines, 1st line	136	317
Radford—DD120	Destroyer, 1st line	88	310, 343
Rail—AM26	Mine sweeper	226	329
Rainbow—AS7	Submarine tender	170	323
Raleigh—(8)	Old cruiser		303, 371
Raleigh—CL7	Light cruiser, 1st line	24	305, 371
Ramapo—AO12	Oiler	188	325
Ramsay—DD124	Destroyer, 1st line	88	310, 343
Ranger—ex-CC4	Battle cruiser, 1st line		296, 298, 303, 370
Rapidan—AO18	Oiler	188	325
Rappahannock—AF6	Store ship	180	323
Rathburne—DD113	Destroyer, 1st line	88	310, 342
Raven—(49)	Mine sweeper		330
Redwing—AM48	do	226	330
Regulus—AK14	Cargo ship	198	326
Reid—(21)	Old destroyer		308, 360
Reid—DD292	Destroyer, 1st line	88	313, 360
Reina Mercedes	Old cruiser, unclassified	236	332
Relief—AH1	Hospital ship	206	327
Reno—DD303	Destroyer, 1st line	88	313, 361
Renshaw—DD176	do	88	311, 350
Reuben James—DD245	do	70	312, 356
Rhode Island—ex-BB17	Battleship, 2d line		296, 298, 300
Richmond—CL9	Light cruiser, 1st line	24	305, 371
Rigel—AD13	Destroyer tender	166	322
Ringgold—DD89	Destroyer, 1st line	88	309, 341
Rintintin (ex)—YW30	Water barge	265	
Ripple (ex)—YFB5	Ferryboat	270	
Rivera—YFB685	Working launch	270	
Rizal—DM14	Light mine layer	116	314, 350

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Name.	Type.	Page. Ship data.	Page. Historical data.
Robbins, Fred D. U. (ex) (3647)	YF118 Freight lighter	277	
Robert Center	District craft, unclassified	287	
Robert L. Barnes	AO14 Oiler	188	325
Robert Smith	DD324 Destroyer, 1st line	94	313, 363
Robin	AM3 Mine sweeper	226	329
Robinson	DD88 Destroyer, 1st line	94	309, 341
Rochester	CA2 Cruiser, 2d line	16	304
Rocket	YT22 Harbor tug	282	
Rockport (ex)	ex-PG23 Old gunboat	236	332
Rodgers	DD254 Destroyer, 1st line	94	312, 357
Rodgers (ex)	(4) Torpedo boat		306, 357
Roe	ex-DD24 Destroyer, 2d line		296, 308, 336
Roper	DD147 Destroyer, 1st line	94	310, 346
Rowan	(8) Torpedo boat		306, 339
Rowan	DD64 Destroyer, 1st line	94	309, 339
Rozal	YFB682 Working launch	270	
S-1 to S-30	Submarines, 1st line	122	318
S-5	ex-SS110 Submarine, 1st line		318
S-31 to S-51	Submarines, 1st line	128	318
S. P. 2388	YF66 Freight lighter	275	
S. P. 2390	YF73 do	275	
S. P. 2552	YF64 do	275	
S. P. 2565	YF65 do	275	
S. P. 2729	YF197 do	278	
S. P. 3249	YD38 Floating derrick	267	
S. P. 3374	YC625 Coal barge	260	
S. P. 3384	YC624 do	260	
S. P. 3397	YC623 do	260	
S. P. 3398	YC626 do	261	
Saco (2725)	YT31 Harbor tug	283	
Sacramento	PG19 Gunboat	156	320
Sagamore	AT20 Ocean tug	214	327
Salem	CL3 Light cruiser, 2d line	30	305
Salinas	AO19 Oiler	188	325
Samar	Old gunboat		321
Samoset	YT5 Harbor tug	281	327
Sampson	DD63 Destroyer, 1st line	94	309, 339
Sanda	YP3 District craft, patrol	286	
Sanderling	AM37 Mine sweeper	226	330
Sandpiper	AM51 do	226	330
San Diego	(6) Old armored cruiser		304
Sands	DD243 Destroyer, 1st line	94	312, 355
San Felipe	YFB12 Ferry boat	270	
San Francisco	CM2 Mine layer, 2d line	42	306
San Marcos	Target		299
Santa Rita	YFB681 Working launch	270	
Sapelo	AO11 Oiler	188	325
Sara Thompson	AO8 do	188	324
Saratoga	CV3 Aircraft carrier, 1st line	38	298, 305, 366
Saratoga (ex)	CA2 Cruiser, 2d line		304, 366
Satterlee	DD190 Destroyer, 1st line	94	311, 351
Saturn	ex-AG4 Auxiliary miscellaneous		297, 330
Savannah	AS8 Submarine tender	170	322
Schenck	DD159 Destroyer, 1st line	94	311, 347
Schley	DD103 do	94	310, 342
Schley (ex)	ex-DD99 Destroyer, 1st line		310
Scorpion	PY3 Converted yacht	162	321
Scindia (ex)	AC14 Auxiliary miscellaneous		331
Sciota	AT30 Ocean tug	214	328
Sea Gull	AM30 Mine sweeper	226	329
Sea Gull (ex)	ex-YM7 Dredge		297
Sea Rover	ex-AT57 Ocean tug		328
Seaplane barges	District craft	263	292
Seaplane wrecking derricks	do	269	
Seattle	CA11 Cruiser, 2d line	16	304
Sebago	YT23 Harbor tug	282	
Selfridge	DD320 Destroyer, 1st line	94	313, 362
Semmes	DD189 do	94	311, 351
Sepulga	AO20 Oiler	188	325
Severn	Old training ship		319
Shady Side	YFB2079 Ferryboat	270	
Sharkey	DD281 Destroyer, 1st line	94	313, 359
Shaw	DD68 do	68	309, 337
Shawmut	CM4 Mine layer, 2d line	42	306
Shenandoah (ex) (1161)	YT36 District tug	283	
Shirk	DD318 Destroyer, 1st line	94	313, 362
Shrike	(50) Mine sweeper		330
Shubrick (ex)	(31) Torpedo boat		307, 358
Shubrick	DD268 Destroyer, 1st line	94	312, 358

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Name.	Type.	Page. Ship data.	Page. Historical data.
Sicard DD346	Destroyer, 1st line	94	314, 365
Sigourney DD81	do	94	309, 340
Simpson DD221	do	94	312, 353
Sinclair DD275	do	94	313, 358
Sirius AK15	Cargo ship	198	326
Sloat DD316	Destroyer, 1st line	94	313, 362
Smith (17)	Old destroyer		308, 335
Smith, Robert DD324	Destroyer, 1st line	94	313, 363
Smith Thompson DD212	do	100	312, 352
Solace AH2	Hospital ship	206	327
Somers (ex) (22)	Torpedo boat		307, 361
Somers DD301	Destroyer. 1st line	94	313, 361
Sonoma AT12	Ocean tug	214	327
Sotoyomo YT9	Harbor tug	281	327
Southard DD207	Destroyer. 1st line	94	311, 352
South Carolina ex-BB26	Battleship, 2d line		297, 298, 301
South Dakota ex-BB49	Battleship, 1st line		297, 298, 302, 369
South Dakota (ex) CA9	Cruiser, 2d line	16	304, 369
Southery	Old collier, unclassified	236	333
S. P. 467 (Delaware) YT111	Harbor tug	285	
Spica AK16	Cargo ship	198	326
S. P. Lee DD310	Destroyer, 1st line		296, 313, 361
Sproston DM13	Light mine layer	116	314, 349
St. Louis CA18	Cruiser, 2d line	16	304
Stansbury DD180	Destroyer, 1st line	94	311, 350
Sterett DD27	Destroyer, 2d line	112	308, 336
Stevedoring barges	District craft	263	293
Stevens DD86	Destroyer, 1st line	94	309, 340
Stewart DD224	do	94	312, 353
Stewart (13)	Old destroyer		308, 353
Stiletto	Old torpedo boat		306
Stockton (32)	Torpedo boat		306, 339
Stockton DD73	Destroyer, 1st line	100	309, 339
Stoddert DD302	do	100	313, 361
Stribling DM1	Light mine layer	116	314, 341
Stringham DD83	Destroyer, 1st line	100	309, 340
Stringham (19)	Torpedo boat		297, 307, 340
Sturgeon Bay	Unclassified	236	333
Sturtevant DD240	Destroyer, 1st line	100	312, 355
Submarine No. 108 (Neff)	Submarine	128	317
Submarines		122	314
Submarine chasers	Patrol vessels	152	320
Sullivan, Lawrence M. (ex) (1933) YE29	Ammunition lighter	272	
Sumner DD333	Destroyer, 1st line	100	313, 364
Sunnadin AT28	Ocean tug	214	328
Swallow AM4	Mine sweeper	226	329
Swan AM34	do	226	329
Swansboro (ex) (2684) ex-YO19	Fuel-oil barge		297
Swasey DD273	Destroyer, 1st line	100	313, 358
Sylph PY5	Converted yacht	162	321
Sylvia	Old converted yacht		333
T-1 to T-3	Fleet submarines, 1st line	146	319
Tacoma ex-CL20	Light Cruiser, 2d line	297	305
Tadousac AT22	Ocean tug	214	327
Talbot (ex) YFB3	Ferry boat (ex-torpedo boat No. 15)	269	306, 343
Talbot DD114	Destroyer, 1st line	100	310, 343
Talbott, J. Fred DD156	do	100	311, 347
Tallahassee ex-BM9	Old monitor		297, 333
Tanager AM5	Mine sweeper	226	329
Tarbell DD142	Destroyer, 1st line	100	310, 346
Tatnuck AT27	Ocean tug	214	327
Tattnall DD125	Destroyer, 1st line	100	310, 344
Taylor DD94	do	100	310, 341
Teal AM23	Mine sweeper	226	329
Tecumseh TY24	Harbor tug	282	
Tennessee BB43	Battleship, 1st line	8	301, 368
Tennessee (ex) (10)	Old armored cruiser		304, 368
Tern AM31	Mine sweeper	226	329
Terror	Old monitor		302
Terry ex-DD25	Destroyer, 2d line		297, 308, 336
Texas BB35	Battleship, 1st line	8	301, 367
Texas (ex)	Old Battleship		299
Thatcher DD162	Destroyer. 1st line	100	311, 348
Thomas DD182	do	100	311, 350
Thompson DD305	do	100	313, 361
Thompson, Sara AO8	Oiler	188	324

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Name.	Type.	Page. Ship data.	Page. Historical data.
Thompson, Smith DD212	Destroyer, 1st line	100	312, 352
Thornton DD270	do	100	312, 358
Thornton (ex) (33)	Torpedo boat		307, 358
Thrush AM18	Mine sweeper	226	329
Tillamook AT16	Ocean tug	214	327
Tillman DD135	Destroyer, 1st line	100	310, 345
Tingey (ex) (34)	Torpedo boat		307, 358
Tingey DD272	Destroyer, 1st line	100	313, 358
Tippecanoe AO21	Oiler	188	325
Tonopah (ex) BM8	Old monitor		302, 367
Topeka (ex) PG35	Old gunboat, unclassified	236	333
Torpedo testing barges	District craft	264	
Toucey DD282	Destroyer, 1st line	100	313, 359
Tracy DD214	do	100	312, 352
Traffic	District craft, unclassified		297
Transfer	District craft, unclassified	287	
Trenton CL11	Light cruiser, 1st line	24	305, 372
Trever DD339	Destroyer, 1st line	100	314, 364
Trinity AO13	Oiler	188	325
Trippe ex-DD33	Destroyer, 2d line		297, 308, 336
Triton YT10	Harbor tug	281	327
Truxtun (14)	Old destroyer		308, 354
Truxtun DD229	Destroyer, 1st line	100	312, 354
Tucker DD57	do	100	309, 338
Tugs, harbor	District craft	281	294
Tugs 40 to 45	Ocean tugs		328
Tulsa PG22	Gunboat	156	320
Turkey AM13	Mine sweeper	226	329
Turner DD259	Destroyer, 1st line	100	312, 357
Twiggs DD127	do	100	310, 344
Umpqua AT25	Ocean tug	214	327
Unadilla YT4	Harbor tug	281	327
Uncas ex-YT110	do		297, 328
Undaunted AT58	Ocean tug	214	328
United States ex-CC6	Battle cruiser, 1st line		297, 298, 303, 370
Upshur DD144	Destroyer, 1st line	106	310, 346
Upshur, Abel P DD193	do	106	311, 351
Utah BB31	Battleship, 1st line	8	301, 367
V-1 to V-9	Fleet submarines, 1st line	146	319
Vega AK17	Cargo ship	198	326
Vermont ex-BB20	Battleship, 2d line		297, 298, 300
Vestal AR4	Repair ship	176	323
Vesuvius	Old dynamite cruiser		333
Vicksburg ex-PG11	Old gunboat		333
Victor No. 3 (ex) ex-YD3	Floating derrick		297
Vigilant YT25	Harbor tug	282	
Villalobos PG42	Gunboat	156	321
Vireo AM52	Mine sweeper	226	330
Virginia ex-BB13	Batt leship, 2d line		297, 298, 300
Vixen ex-PY4	Converted yacht		297, 321
Vulcan ex-AC5	Collier		297, 324
Wadsworth DD60	Destroyer, 1st line	106	309, 339
Wahneta ex-YT1	District tug		297, 327
Wainwright DD62	Destroyer, 1st line	106	309, 339
Walke DD34	Destroyer, 2d line	112	308, 336
Walker DD163	Destroyer, 1st line	106	311, 348
Wandank AT26	Ocean tug	214	327
Wando AT17	do	214	327
Warbler AM53	Mine sweeper	226	330
Ward DD139	Destroyer, 1st line	106	310, 345
Ward, Aaron DD132	do	106	310, 345
Warrington DD30	Destroyer, 2d line	112	308, 336
Washington ex-BB47	Battleship, 1st line		297, 298, 301, 368
Washington (ex) CA11	Cruiser, 2d line	16	304, 368
Wasmuth DD338	Destroyer, 1st line	106	314, 364
Watauga (ex) AT30	Ocean tug		328
Water barges	District craft	264	293
Waters DD115	Destroyer, 1st line	106	310, 343
Wave YFB10	Ferryboat	270	
Weehawken (ex) (882) YE28	Ammunition lighter	272	
Welborn C. Wood DD195	Destroyer, 1st line	106	311, 351
Welles DD257	do	106	312, 357
Wenonah PY11	Converted yacht	162	323
West Virginia BB48	Battleship, 1st line	8	301, 368
West Virginia (ex) CA5	Cruiser, 2d line	16	304, 368
Wheeling ex-PG14	Old gunboat	236	333

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Name.	Type.	Page.	
		Ship data.	Historical data.
Whipple (15)	Old destroyer		308, 353
Whipple DD217	Destroyer, 1st line	106	312, 353
Whippoorwill AM35	Mine sweeper	226	329
Whitney AD4	Destroyer tender	166	322, 365
Wickes DD75	Destroyer, 1st line	106	309, 340
Wicomico YT26	Harbor tug	282	
Widgeon AM22	Mine sweeper	226	329
Wilkes (35)	Torpedo boat		307, 339
Wilkes DD67	Destroyer, 1st line	106	309, 339
Willet AM54	Mine sweeper	226	330
William B. Preston DD344	Destroyer, 1st line		314, 364
William Jones DD308	do	70	313, 361
Williams DD108	do	106	310, 342
Williamson DD244	do	106	312, 355
Wilmette	Old gunboat	236	333
Wilmington ex-PG8	do	236	333
Winslow DD53	Destroyer, 1st line	106	309, 338
Winslow (5)	Torpedo boat		306, 338
Wisconsin ex-BB9	Old battleship		300
Wolverine	Old gunboat	236	
Wompatuck YT27	Harbor tug	282	
Wood DD317	Destroyer, 1st line	106	313, 362
Wood, Welborn C DD195	do	106	311, 351
Woodbury ex-DD309	do		297, 313, 361
Woodcock AM14	Mine sweeper	226	329
Wooley, James YT45	Harbor tug	283	
Woolsey ex-DD77	Destroyer, 1st line		309, 340
Worden (16)	Old destroyer		308, 359
Worden DD288	Destroyer, 1st line	106	313, 359
Working launches	District craft	270	
Workshops, floating	District craft	285	294
Wright AV1	Aircraft tender	174	323, 366
Wyoming BB32	Battleship, 1st line	8	301, 367
Wyoming (ex) ex-BM10	Old monitor, unclassified	236	331, 367
Yantic	Old gunboat	236	333
Yarborough DD314	Destroyer, 1st line	106	313, 362
Yarnall DD143	do	106	310, 346
Yorktown (1)	Old gunboat		320
Young ex-DD312	Destroyer, 1st line		297, 313, 362
Yucca (ex) AT32	Ocean tug		328
Yukon AF9	Store ship	180	323
Zane DD337	Destroyer, 1st line	106	314, 364
Zeilin DD313	do	106	313, 362
Zumbrota YP93	District craft, patrol	286	

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SHIP INDEX.

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

Battleships:
(1) Indiana (old).
(2) Massachusetts. (old).
(3) Oregon.
(4) Iowa (old).
(5) Kearsarge.
(6) Kentucky.
(7) Illinois.
(8) Alabama.
(9) Wisconsin.
(10) Maine.
(11) Missouri.
(12) Ohio.
(13) Virginia.
(14) Nebraska.
(15) Georgia.
(16) New Jersey.
(17) Rhode Island.
(18) Connecticut.
(19) Louisiana.
(20) Vermont.
(21) Kansas.
(22) Minnesota.
(23) Mississippi (old).
(24) Idaho (old).
(25) New Hampshire.
(26) South Carolina.
(27) Michigan.
(28) Delaware.
(29) North Dakota.
(30) Florida.
(31) Utah.
(32) Wyoming.
(33) Arkansas.
(34) New York.
(35) Texas.
(36) Nevada.
(37) Oklahoma.
(38) Pennsylvania.
(39) Arizona.
(40) New Mexico.
(41) Mississippi.
(42) Idaho.
(43) Tennessee.
(44) California.
(45) Colorado.
(46) Maryland.
(47) Washington.
(48) West Virginia.
(49) South Dakota.
(50) Indiana.
(51) Montana.
(52) North Carolina.
(53) Iowa.
(54) Massachusetts.

Mine sweepers:
(1) Lapwing.
(2) Owl.
(3) Robin.
(4) Swallow.
(5) Tanager.
(6) Cardinal.
(7) Oriole.
(8) Curlew.
(9) Finch.
(10) Heron.

Mine sweepers—Contd.
(11) Condor (canceled.)
(12) Plover (canceled).
(13) Turkey.
(14) Woodcock.
(15) Quail.
(16) Partridge.
(17) Eider.
(18) Thrush.
(19) Avocet.
(20) Bobolink.
(21) Lark.
(22) Widgeon.
(23) Teal.
(24) Brant.
(25) Kingfisher.
(26) Rail.
(27) Pelican.
(28) Falcon.
(29) Osprey.
(30) Seagull.
(31) Tern.
(32) Flamingo.
(33) Penguin.
(34) Swan.
(35) Whippoorwill.
(36) Bittern.
(37) Sanderling.
(38) Auk.
(39) Chewink.
(40) Cormorant.
(41) Gannet.
(42) Goshawk (canceled).
(43) Grebe.
(44) Mallard.
(45) Ortolan.
(46) Peacock.
(47) Pigeon.
(48) Redwing.
(49) Raven (canceled).
(50) Shrike (canceled).
(51) Sandpiper.
(52) Vireo.
(53) Warbler.
(54) Willet.

Tugs:[1]
(1) Wahneta.
(2) Iwana.
(3) Narkeeta.
(4) Unadilla.
(5) Samoset.
(6) Penacook.
(7) Pawtucket.
(8) Pentucket.
(9) Sotoyomo.
(10) Patapsco.
(11) Patuxent.
(12) Sonoma.
(13) Ontario.
(14) Arapaho.
(15) Mohave.
(16) Tillamook.
(17) Wando.
(18) Chemung.
(19) Allegheny.
(20) Sagamore.

Tugs—Contd.
(21) Bagaduce.
(22) Tadousac.
(23) Kalmia.
(24) Kewaydin.
(25) Umpqua.
(26) Wandank.
(27) Tatnuck.
(28) Sunnadin.
(29) Mahopac.
(30) Sciota.
(31) Koka.
(32) Napa.
(33) Pinola.
(34) Algorma.
(35) Carrabasset.
(36) Contocook.
(37) Iuka.
(38) Keosanqua.
(39) Montcalm.
(40) to (45) (canceled).[1]

Destroyers:
(1) Bainbridge.
(2) Barry.
(3) Chauncey.
(4) Dale.
(5) Decatur.
(6) Hopkins.
(7) Hull.
(8) Lawrence.
(9) Macdonough.
(10) Paul Jones.
(11) Perry.
(12) Preble.
(13) Stewart.
(14) Truxtun.
(15) Whipple.
(16) Worden.
(17) Smith.
(18) Lamson.
(19) Preston.
(20) Flusser.
(21) Reid.
(22) Paulding.
(23) Drayton.
(24) Roe.
(25) Terry.
(26) Perkins.
(27) Sterett.
(28) McCall.
(29) Burrows.
(30) Warrington.
(31) Mayrant.
(32) Monaghan.
(33) Trippe.
(34) Walke.
(35) Ammen.
(36) Patterson.
(37) Fanning.
(38) Jarvis.
(39) Henley.
(40) Beale.
(41) Jouett.
(42) Jenkins.
(43) Cassin.
(44) Cummings.
(45) Downes.

Destroyers—Contd.
(46) Duncan.
(47) Aylwin.
(48) Parker.
(49) Benham.
(50) Balch.
(51) O'Brien.
(52) Nicholson.
(53) Winslow.
(54) McDougal.
(55) Cushing.
(56) Ericsson.
(57) Tucker.
(58) Conyngham.
(59) Porter.
(60) Wadsworth.
(61) Jacob Jones.
(62) Wainwright.
(63) Sampson.
(64) Rowan.
(65) Davis.
(66) Allen.
(67) Wilkes.
(68) Shaw.
(69) Caldwell.
(70) Craven.
(71) Gwin.
(72) Conner.
(73) Stockton.
(74) Manley.
(75) Wickes.
(76) Philip.
(77) Woolsey.
(78) Evans.
(79) Little.
(80) Kimberly.
(81) Sigourney.
(82) Gregory.
(83) Stringham.
(84) Dyer.
(85) Colhoun.
(86) Stevens.
(87) McKee.
(88) Robinson.
(89) Ringgold.
(90) McKean.
(91) Harding.
(92) Gridley.
(93) Fairfax.
(94) Taylor.
(95) Bell.
(96) Stribling.
(97) Murray.
(98) Israel.
(99) Luce.
(100) Maury.
(101) Lansdale.
(102) Mahan.
(103) Schley.
(104) Champlin.
(105) Mugford.
(106) Chew.
(107) Hazelwood.
(108) Williams.
(109) Crane.
(110) Hart.
(111) Ingraham.

[1] Tugs No. 46 to No. 101, inclusive, are harbor and motor tugs (under district craft).

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Destroyers—Contd
(112) Ludlow.
(113) Rathburne.
(114) Talbot.
(115) Waters.
(116) Dent.
(117) Dorsey.
(118) Lea.
(119) Lamberton.
(120) Radford.
(121) Montgomery.
(122) Breese.
(123) Gamble.
(124) Ramsay.
(125) Tattnall.
(126) Badger.
(127) Twiggs.
(128) Babbitt.
(129) De Long.
(130) Jacob Jones.
(131) Buchanan.
(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 Talbott.
(157) Dickerson.
(158) Leary.
(159) Schenck.
(160) Herbert.
(161) Palmer.
(162) Thatcher.
(163) Walker.
(164) Crosby.
(165) Meredith.
(166) Bush.
(167) Cowell.
(168) Maddox.
(169) Foote.
(170) Kalk.
(171) Burns.
(172) Anthony.
(173) Sproston.
(174) Rizal.
(175) Mackenzie.
(176) 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.

Destroyers—Contd.
(198) Herndon.
(199) Dallas.
(200) Canceled.
(201) Canceled.
(202) Canceled.
(203) Canceled.
(204) Canceled.
(205) Canceled.
(206) Chandler.
(207) Southard.
(208) Hovey.
(209) Long.
(210) Broome.
(211) Alden.
(212) Smith Thompson.
(213) Barker.
(214) Tracey.
(215) Borie.
(216) John D. Edwards.
(217) Whipple.
(218) Parrott.
(219) Edsall.
(220) MacLeish.
(221) Simpson.
(222) Bulmer.
(223) McCormick.
(224) Stewart.
(225) Pope.
(226) Peary.
(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.
(346) 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.

Destroyers—Contd.
(283) Breck.
(284) Isherwood.
(285) Case.
(286) Lardner.
(287) Putnam.
(288) Worden.
(289) Flusser.
(290) Dale.
(291) Converse.
(292) Reid.
(293) Billingsley.
(294) Charles Ausburn.
(295) Osborne.
(296) Chauncey.
(297) Fuller.
(298) Percival.
(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) Not built.
(349) Not built.
(350) Not built.
(351) Not built.
(352) Not built.
(353) Not built.
(354) Not built.
(355) Not built.
(356) Not built.
(357) Not built.
(358) Not built.
(359) Not built.

Destroyers (alphabetically):
(184) Abbot.
(211) Alden.
(66) Allen.
(35) Ammen.
(172) *Anthony.*
(258) Aulick.
(294) Ausburn, Charles.

Destroyers (alphabetically)—Contd.
(47) Aylwin.
(128) Babbitt.
(126) Badger.
(196) Badger, George E.
(185) Bagley.
(269) Bailey.
(246) Bainbridge.
(1) Bainbridge (old)
(50) Balch.
(267) Ballard.
(256) Bancroft.
(213) Barker.
(149) Barney.
(248) Barry.
(2) Barry (old.)
(40) Beale.
(251) Belknap.
(95) Bell.
(49) Benham.
(153) Bernadou.
(151) Biddle.
(293) 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.*
(29) Burrows.
(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.
(23) Drayton.
(46) Duncan.
(152) Du Pont.
(84) Dyer.
(219) Edsall.
(265) Edwards.
(216) Edwards, John D.

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Destroyers (alphabetically)—Continued.
(146) Elliot.
(154) Ellis.
(56) Ericsson.
(78) Evans.
(93) Fairfax.
(37) Fanning.
(332) Farenholt.
(304) Farquhar.
(300) Farragut.
(289) Flusser.
(20) Flusser (old).
(169) Foote.
(228) Ford, John D.
(234) Fox.
(297) Fuller.
(123) Gamble.
(260) Gillis.
(233) Gilmer.
(247) Goff.
(188) Goldsborough.
(192) Graham.
(266) Greene.
(145) Greer.
(82) Gregory.
(92) Gridley.
(71) Gwin.
(133) Hale.
(141) Hamilton.
(307) Hamilton, Paul.
(183) Haraden.
(91) Harding.
(110) *Hart.*
(231) Hatfield.
(107) Hazlewood.
(39) Henley.
(278) Henshaw.
(160) Herbert.
(198) Herndon.
(178) Hogan.
(181) Hopewell.
(249) Hopkins.
(6) Hopkins (old).
(208) Hovey.
(179) Howard.
(342) Hulbert.
(330) Hull.
(7) Hull (old).
(236) Humphreys.
(194) Hunt.
(111) *Ingraham.*
(255) Ingram, Osmond.
(284) Isherwood.
(98) *Israel.*
(245) James, Reuben.
(38) Jarvis.
(42) Jenkins.
(130) Jones, Jacob.
(61) Jones, Jacob (old).
(230) Jones, Paul.
(10) Jones, Paul (old).
(308) Jones, William.
(41) Jouett.
(170) Kalk.
(235) Kane.
(306) Kennedy.
(138) Kennison.
(319) Kidder.
(137) Kilty.
(80) Kimberly.
(242) King.
(119) Lamberton.
(328) Lamson.
(18) Lamson (old).
(101) *Lansdale.*
(286) Lardner.
(263) Laub.
(315) La Vallette.
(250) Lawrence.
(8) Lawrence (old).
(118) Lea.
(158) Leary.
(310) Lee, S. P.
(336) Litchfield.
(79) Little.
(209) Long.
(99) *Luce.*
(112) *Ludlow.*

Destroyers (alphabetically)—Continued.
(331) Macdonough.
(9) Macdonough (old).
(175) MacKenzie.
(220) MacLeish.
(168) Maddox.
(102) *Mahan.*
(74) Manley.
(321) Marcus.
(191) Mason.
(100) *Maury.*
(31) Mayrant.
(28) McCall.
(253) McCalla.
(276) McCawley.
(252) McCook.
(223) McCormick.
(262) McDermut.
(54) McDougal.
(237) McFarland.
(90) McKean.
(87) McKee.
(264) McLanahan.
(274) Meade.
(335) Melvin.
(165) Meredith.
(322) Mervine.
(279) Meyer.
(32) Monaghan.
(121) Montgomery.
(277) Moody.
(271) Morris.
(105) Mugford.
(325) Mullany.
(97) *Murray.*
(311) Nicholas.
(52) Nicholson.
(343) Noa.
(177) O'Bannon.
(51) O'Brien.
(295) Osborne.
(239) Overton.
(161) Palmer.
(48) Parker.
(218) Parrott.
(36) Patterson.
(22) Paulding.
(238) Paulding, James K.
(226) Peary.
(298) Percival.
(26) Perkins.
(340) Perry.
(11) Perry (old).
(76) Philip.
(227) Pillsbury.
(225) Pope.
(59) Porter.
(345) Preble.
(12) Preble (old).
(327) Preston.
(19) Preston (old).
(344) Preston, William B.
(347) Pruitt.
(287) Putnam.
(120) Radford.
(124) Ramsay.
(113) Rathburne.
(21) Reid (old).
(292) Reid.
(303) Reno.
(176) Renshaw.
(89) Ringgold.
(174) *Rizal.*
(88) Robinson.
(254) Rodgers.
(24) Roe.
(147) Roper.
(64) Rowan.
(63) Sampson.
(243) Sands.
(190) Satterlee.
(159) Schenck.
(103) Schley.
(320) Selfridge.
(189) Semmes.

Destroyers (alphabetically)—Continued.
(281) Sharkey.
(68) Shaw.
(318) Shirk.
(268) Shubrick.
(346) Sicard.
(81) Sigourney.
(221) Simpson.
(275) Sinclair.
(316) Sloat.
(17) Smith.
(324) Smith, Robert.
(301) Somers.
(207) Southard.
(175) *Sproston.*
(180) Stansbury.
(86) Stevens.
(27) Sterett.
(224) Stewart.
(13) Stewart (old).
(73) Stockton.
(302) Stoddert.
(96) *Stribling.*
(83) Stringham.
(240) Sturtevant.
(333) Sumner.
(273) Swasey.
(114) Talbot.
(156) Tabott, J. Fred
(142) Tarbell.
(125) Tattnall.
(94) Taylor.
(25) Terry.
(162) Thatcher.
(182) Thomas.
(305) Thompson.
(212) Thompson, Smith
(270) Thornton.
(135) Tillman.
(272) Tingey.
(282) Toucey.
(214) Tracey.
(339) Trever.
(33) Trippe.
(229) Truxtun.
(14) Truxtun (old).
(57) Tucker.
(259) Turner.
(127) Twiggs.
(144) Upshur.
(193) Upshur, Abel P.
(60) Wadsworth.
(62) Wainwright.
(34) Walke.
(163) Walker.
(139) Ward.
(132) Ward, Aaron.
(30) Warrington.
(338) Wasmuth.
(115) Waters.
(257) Welles.
(217) Whipple.
(15) Whipple (old).
(75) Wickes.
(67) Wilkes.
(108) Williams.
(244) Williamson.
(53) Winslow.
(317) Wood.
(195) Wood, Welborn C.
(309) Woodbury.
(77) Woolsey.
(288) Worden.
(16) Worden (old).
(314) Yarborough.
(143) Yarnall.
(312) Young.
(337) Zane.
(313) Zeillin.

Submarines:
(1) Holland.
(2) *Plunger* (ex) A-1.
(3) *Adder* (ex) A-2.
(4) *Grampus* (ex) A-3.
(5) *Moccasin* (ex) A-4.
(6) *Pike* (ex) A-5.
(7) *Porpoise* (ex) A-6.

Submarines—Contd.
(8) *Shark* (ex) A-7.
(9) *Octopus* (ex) C-1.
(10) *Viper* (ex) B-1.
(11) *Cuttlefish* (ex) B-2.
(12) *Tarantula* (ex) B-3.
(13) *Stingray* (ex) C-2.
(14) *Tarpon* (ex) C-3.
(15) *Bonita* (ex) C-4.
(16) *Snapper* (ex) C-5.
(17) *Narwhal* (ex) D-1.
(18) *Grayling* (ex) D-2.
(19) *Salmon* (ex) D-3.
(19½) *Seal* (ex) G-1.
(20) *Carp* (ex) F-1.
(21) *Barracuda* (ex) F-2.
(22) *Pickerel* (ex) F-3.
(23) *Skate* (ex) F-4.
(24) *Skipjack* (ex) E-1.
(25) *Sturgeon* (ex) E-2.
(26) *Thrasher* (ex) G-4.
(27) *Tuna* (ex) G-2.
(28) *Seawolf* (ex) H-1.
(29) *Nautilus* (ex) H-2.
(30) *Garfish* (ex) H-3.
(31) *Turbot* (ex) G-3.
(32) *Haddock* (ex) K-1.
(33) *Cachalot* (ex) K-2.
(34) *Orca* (ex) K-3.
(35) *Walrus* (ex) K-4.
(36) K-5.
(37) K-6.
(38) K-7.
(39) K-8.
(40) L-1.
(41) L-2.
(42) L-3.
(43) L-4.
(44) L-5.
(45) L-6.
(46) L-7.
(47) M-1.
(48) L-8.
(49) L-9.
(50) L-10.
(51) L-11.
(52) *Schley* (ex). *AA-1.* (ex) T-1.
(53) N-1.
(54) N-2.
(55) N-3.
(56) N-4.
(57) N-5.
(58) N-6.
(59) N-7.
(60) *AA-2* (ex) T-2
(61) *AA-3* (ex) T-3
(62) O-1.
(63) O-2.
(64) O-3.
(65) O-4.
(66) O-5.
(67) O-6.
(68) O-7.
(69) O-8.
(70) O-9.
(71) O-10.
(72) O-11.
(73) O-12.
(74) O-13.
(75) O-14.
(76) O-15.
(77) O-16.
(78) R-1.
(79) R-2.
(80) R-3.
(81) R-4.
(82) R-5.
(83) R-6.
(84) R-7.
(85) R-8.
(86) R-9.
(87) R-10.
(88) R-11.
(89) R-12.
(90) R-13.
(91) R-14.

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Submarines—Contd.
(92) R-15.
(93) R-16.
(94) R-17.
(95) R-18.
(96) R-19.
(97) R-20.
(98) R-21.
(99) R-22.
(100) R-23.
(101) R-24.
(102) R-25.
(103) R-26.
(104) R-27.
(105) S-1.
(106) S-2.
(107) S-3.
(108) (*Neff propulsion. Not built.*)
(109) S-4.
(110) S-5.
(111) S-6.
(112) S-7.
Submarines—Contd.
(113) S-8.
(114) S-9.
(115) S-10.
(116) S-11.
(117) S-12.
(118) S-13.
(119) S-14.
(120) S-15.
(121) S-16.
(122) S-17.
(123) S-18.
(124) S-19.
(125) S-20.
(126) S-21.
(127) S-22.
(128) S-23.
(129) S-24.
(130) S-25.
(131) S-26.
(132) S-27.
(133) S-28.
(134) S-29.
Submarines—Contd.
(135) S-30.
(136) S-31.
(137) S-32.
(138) S-33.
(139) S-34.
(140) S-35.
(141) S-36.
(142) S-37.
(143) S-38.
(144) S-39.
(145) S-40.
(146) S-41.
(147) H-4.
(148) H-5.
(149) H-6.
(150) H-7.
(151) H-8.
(152) H-9.
(153) S-42.
(154) S-43.
(155) S-44.
(156) S-45.
Submarines—Contd.
(157) S-46.
(158) S-47.
(159) S-48.
(160) S-49.
(161) S-50.
(162) S-51.
Fleet submarines:
(52) *Schley* (ex) AA-1; AA-1 (ex), T-1.
(60) AA-2 (ex), T-2.
(61) AA-3 (ex), T-3.
(163) V-1.
(164) V-2.
(165) V-3.
(166) V-4.
(167) V-5. } Not built.
(168) V-6. }
(169) V-7. }
(170) V-8. }
(171) V-9. }

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