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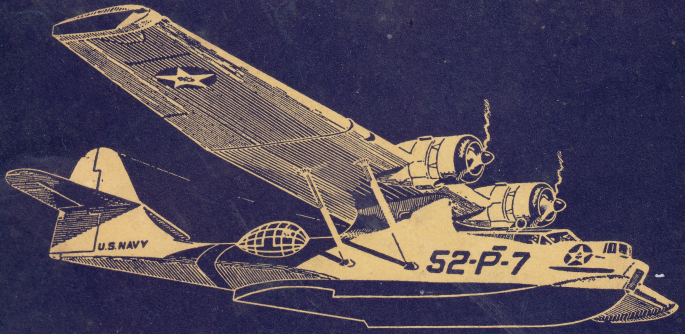

TWO-OCEAN FLEET EDITION

Borodino Peter Ivers

The SHIPS AND AIRCRAFT

OF THE

UNITED STATES FLEET

BY

JAMES C. FAHEY
Associate, United States Naval Institute

TWO-OCEAN FLEET EDITION

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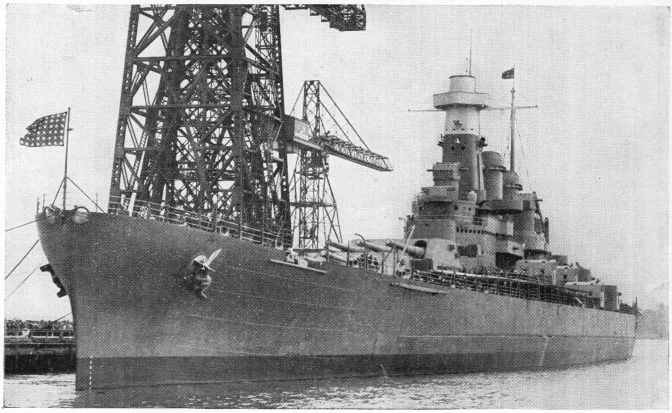

U. S. S. WASHINGTON Courtesy "Our Navy" Magazine

In new dark paint on her commissioning day, May 15, 1941, with the Secretary of the Navy's four-starred Flag at the Main. Two of the Philadelphia Yard's huge cranes loom in the background. Both WASHINGTON and NORTH CAROLINA will join the Fleet during 1941. Four 35,000-ton sisters will complete through 1942. All six carry nine 16-inch guns in triple turrets, twenty dual-purpose 5-inch 38's in twin gun-houses, and numerous 1.1 AA's in four multiple mounts. Eleven larger vessels follow the six NORTH CAROLINAS. Three earlier United States battleships carry 16-inch guns. Only four foreign battleships mounting 16-inch guns are in service as this is written, Britain's NELSON and RODNEY and the Japanese MUTSU and NAGATO. Others are building in Great Britain and Japan.

Foreword

THIS edition of SHIPS AND AIRCRAFT includes an outline of the greatest naval expansion in American history, exceeding even that of 1916-1918. Information has been released through the Congress and the Navy Department of expansion through 1940, including the names assigned to the combatant ships of the new "Two-Ocean Navy" program. Additional programs involving auxiliary vessels and patrol craft are in process. The purchase of merchant vessels and yachts for conversion to navy use continues.

The standard naval nomenclature used throughout these pages may seem complicated, but it is the essence of abbreviation and quite simple in practice. In addition to their type symbols, each vessel and all aircraft on the Navy List have distinctive serial-numbers. The type, model and manufacturer of each naval airplane can be determined from the symbol painted on its rudder (See page 29).

* * * *

The author and editor offers his sincere thanks to the Officers attached to the Office of Public Relations, Navy Department, for their many courtesies; and to the Information Section of the Bureau of Aeronautics for the cordial assistance rendered. To the Officers-in-charge of the Navy Recruiting Bureau, New York, for the selection of photographs they made available; and to the Public Relations Officers at Coast Guard Headquarters, Washington. Especial thanks are due the British Naval Attaché, Washington, for information supplied—the names now carried by fifty former United States destroyers.

To Mr. Francis E. McMurtrie, Editor of Jane's "Fighting Ships," our appreciation for use of data from the "Bible" of the world's navies; and to the Editor and staff of "Our Navy"—the "Standard Magazine of the United States Navy," for their several courtesies. And, finally, thanks to Jule Cohn of Gemsco, Inc., and Henry Clark, William T. Larkins, Gordon S. Williams, Douglas Maguire, James Downey, Jack Blumenfield and Graydon Walker for their assistance.

JAMES C. FAHEY.

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Cover Design by Henry Clark

BATTLESHIPS (BB)

During 1940 nine Battleships were added to eight already building, providing a seventeen ship foundation for the new Two-Ocean Fleet. Two of the new ships were nearing completion at the end of the year and will join the Pacific Fleet during 1941. Fifteen older Battleships are in service, organized into Five Divisions, each consisting of three ships. Four Divisions are attached to the Battle Force in the Pacific. Battleship Division Five operates with the Atlantic Fleet. All existing Battleships are being rearmed with modern anti-aircraft guns of several types. Details restricted. Added armor will provide top-side splinter protection.

FIVE SHIPS: MONTANA CLASS OF 1940

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
MONTANA	67	Philadelphia Navy Yard	Sept. 9, 1940	*	*	1945
OHIO	68	Philadelphia Navy Yard	Sept. 9, 1940	*	*	1945
MAINE	69	New York Navy Yard	Sept. 9, 1940	*	*	1945
NEW HAMPSHIRE	70	New York Navy Yard	Sept. 9, 1940	*	*	1946
LOUISIANA	71	Norfolk Navy Yard	Sept. 9, 1940	*	*	1946

Five new Super-Battleships, probably the world's largest. Press reports credit them with displacements ranging up to 58,000-tons. No official data released. They will be built in huge graving docks and floated when nearly complete. Their completion will coincide with the opening of the new third locks at Panama.

SIX SHIPS: IOWA CLASS OF 1939-1940

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
IOWA	61	New York Navy Yard	July 1, 1939	June 27, 1940	*	1943
NEW JERSEY	62	Philadelphia Navy Yard	July 1, 1939	Sept. 16, 1940	*	1943
MISSOURI	63	New York Navy Yard	June 12, 1940	Jan. 6, 1941	*	1944
WISCONSIN	64	Philadelphia Navy Yard	June 12, 1940	Jan. 25, 1941	*	1944
ILLINOIS	65	Philadelphia Navy Yard	Sept. 9, 1940	*	*	1944
KENTUCKY	66	Norfolk Navy Yard	Sept. 9, 1940	*	*	1944

Fast Battleships. In size and speed comparable to the LEXINGTON Class Battle Cruisers of 1920. They are reported to be Battle Cruiser versions of the NORTH CAROLINA design, with similar armament and even heavier protection. Speeds exceeding 35-knots have been rumored. No official data available beyond tonnage.

SIX SHIPS: NORTH CAROLINA CLASS OF 1937-1938

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
NORTH CAROLINA	55	New York Navy Yard	Aug. 1, 1937	Oct. 27, 1937	June 13, 1940	Apr. 9, 1941
WASHINGTON	56	Philadelphia Navy Yard	Aug. 1, 1937	June 14, 1938	June 1, 1940	May 15, 1941
SOUTH DAKOTA	57	New York S. B. Co., Camden	Dec. 15, 1938	July 5, 1939	*	1942
INDIANA	58	Newport News S. B. Co.	Dec. 15, 1938	Nov. 20, 1939	*	1942
MASSACHUSETTS	59	Bethlehem S. B. Co., Quincy	Dec. 15, 1938	July 20, 1939	*	1942
ALABAMA	60	Norfolk Navy Yard	April 1, 1939	Feb. 1, 1940	*	1942

U.S.S. NORTH CAROLINA *"New York Daily News"* Photo

Our first new battleship in seventeen years, returning to the New York Navy Yard from a trial run with her fore topmast lowered to clear the East River bridges. A large range-finder now tops her massive tower. Foreign sources credit the NORTH CAROLINAS with 16-inches of belt armor and 10-inch decks. They are believed to be considerably faster than their rated 27-knots. A 43,200-ton NORTH CAROLINA (BB52) was scrapped in 1923 when 36.7% complete. She was rated at 23-knots and would have carried twelve 50-caliber 16-inch guns. Five sisters were named SOUTH DAKOTA (49), INDIANA (50), MONTANA (51), IOWA (53) and MASSACHUSETTS (54).

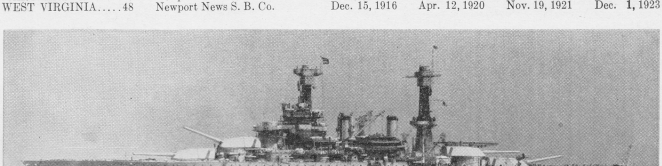
BATTLESHIP DATA

Ship / Serial Number	Standard Tonnage	Dimensions: Length Overall	Dimensions: Beam	Dimensions: Mean Draft	Machinery: Horsepower	Machinery: Rated Speed	Armament (1): Main	Armament (1): Secondary	Armament (1): Anti-Aircraft (2)	Aircraft: Ship Unit	Aircraft: Catapults	Men
Five Ships....BB67-71	*	*	*	*	*	*	*	*	*	*	*	*
Six Ships.....BB61-66	45,000	880′ 0″	108′ 0″	36′ 0″	200,000	30+	9–16″/ *	20–5″/38	*	*	*	*
Six Ships.....BB55-60	35,0 00	750′ 0″	"	28′ 6″	115,000	27.0	"	"	*	3	2	1500
WEST VIRGINIA (F)..48	31,800	624′ 0″	97′ 6″	29′11″	27,300	21.0	8–16″/45	12–5″/51	8–5″/25	"	"	1407
MARYLAND (F).....46	31,500	"	"	29′ 8″	"	"	"	"	"	"	"	"
COLORADO.....45	32,500	"	"	30′ 6″	"	"	"	"	"	4	"	1480
CALIFORNIA (F).....44	32,600	"	"	29′ 7″	28,500	"	12–14″/50	"	"	"	"	"
TENNESSEE.....43	32,300	"	"	30′ 4″	26,800	"	"	"	"	3	"	"
IDAHO (F).....42	33,400	"	106′ 3″	29′ 6″	32,000	"	"	"	12–5″/25	"	"	1323
MISSISSIPPI.....41	33,900	"	"	29′ 3″	"	"	"	"	"	"	"	"
NEW MEXICO (F)....40	33,400	"	"	29′ 6″	"	"	"	"	"	"	"	"
ARIZONA (F).....39	32,600	608′ 0″	"	27′ 7″	33,376	"	12–14″/45	"	8–5″/25	"	"	1358
PENNSYLVANIA (F)..38	33,100	"	"	28′ 0″	"	"	"	"	"	4	"	"
OKLAHOMA.....37	29,000	583′ 0″	107′11″	27′ 5″	25,300	20.5	10–14″/45	"	"	3	"	1301
NEVADA.....36	"	"	"	"	25,000	"	"	"	"	"	"	"
TEXAS (F).....35	27,000	573′ 0″	106′ 1″	26′ 0″	28,100	21.0	"	"	16–5″/51	"	1	1314
NEW YORK (F).....34	"	"	"	"	"	"	"	"	8–3″/50	"	"	"
ARKANSAS (F).....33	26,100	562′ 0″	"	"	30,000	2 .5	12–12″/50	"	"	"	"	1242
WYOMING....Ex-BB°2	19,700	"	93′ 1″	28′ 3″	20,000	18.0	6–12″/50	"	"	0	0	400

(F): Flagship. *: No information. (1): Number—Size/Caliber of guns. (2): Increased 1940–1941; details restricted.

THREE SHIPS: MARYLAND CLASS OF 1916

Ship	No.	Builder	Ordered	Keel Laid	Launched	First Comm.
COLORADO	45	New York S. B. Co., Camden	Jan. 17, 1917	May 29, 1919	Mar. 22, 1921	Aug. 30, 1923
MARYLAND	46	Newport News S. B. Co.	Dec. 15, 1916	Apr. 24, 1917	Mar. 20, 1920	July 21, 1921
WEST VIRGINIA	48	Newport News S. B. Co.	Dec. 15, 1916	Apr. 12, 1920	Nov. 19, 1921	Dec. 1, 1923

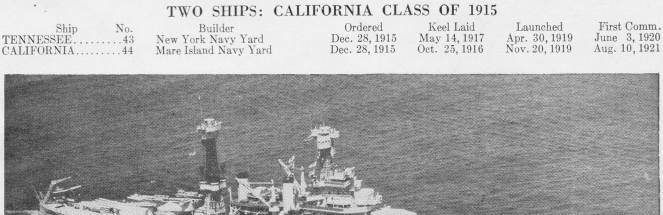


U. S. S. WEST VIRGINIA *Official U. S. Navy Photograph*

One of our three 16-inch gunned battleships that survived disarmament. A sister, the WASHINGTON (47), and six 43,200-ton ships (49–54) were sacrificed in 1922. The three MARYLANDS practically duplicate the 14-inch gunned CALIFORNIAS of 1915. Turbo-electric drive, four screws. Cost averaged $27,000,000 a ship complete. Modernization postponed pending completion of battleships now under construction. Each carries three seaplanes.

TWO SHIPS: CALIFORNIA CLASS OF 1915

Ship	No.	Builder	Ordered	Keel Laid	Launched	First Comm.
TENNESSEE	43	New York Navy Yard	Dec. 28, 1915	May 14, 1917	Apr. 30, 1919	June 3, 1920
CALIFORNIA	44	Mare Island Navy Yard	Dec. 28, 1915	Oct. 25, 1916	Nov. 20, 1919	Aug. 10, 1921

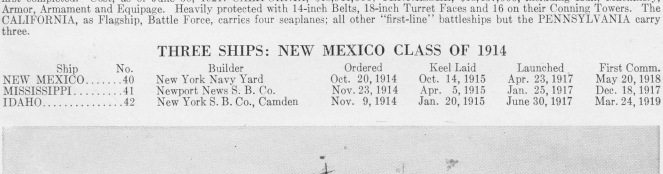


U. S. S. CALIFORNIA *Official U. S. Navy Photograph*

Two of our "big five." Modernization postponed. Electric drive, four screws. Appearance has changed but little since they were first completed. Cost, as of June 30, 1921: CALIFORNIA, $18,941,000: TENNESSEE, $18,437,000, including Hull, Machinery, Armor, Armament and Equipage. Heavily protected with 14-inch Belts, 18-inch Turret Faces and 16 on their Conning Towers. The CALIFORNIA, as Flagship, Battle Force, carries four seaplanes; all other "first-line" battleships but the PENNSYLVANIA carry three.

THREE SHIPS: NEW MEXICO CLASS OF 1914

Ship	No.	Builder	Ordered	Keel Laid	Launched	First Comm.
NEW MEXICO	40	New York Navy Yard	Oct. 20, 1914	Oct. 14, 1915	Apr. 23, 1917	May 20, 1918
MISSISSIPPI	41	Newport News S. B. Co.	Nov. 23, 1914	Apr. 5, 1915	Jan. 25, 1917	Dec. 18, 1917
IDAHO	42	New York S. B. Co., Camden	Nov. 9, 1914	Jan. 20, 1915	June 30, 1917	Mar. 24, 1919



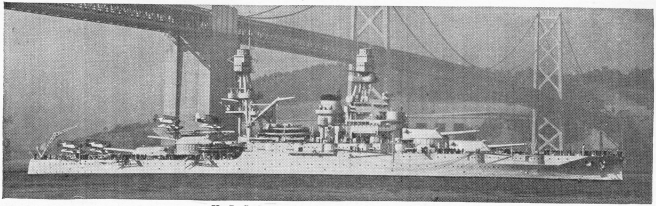
U. S. S. NEW MEXICO *Courtesy Neptune Photo Agency, 11 W. 42d St., N. Y. C.*

As rebuilt 1930–1934. New geared turbine machinery in all three. NEW MEXICO, alone, had turbo-electric drive. All have four screws. Speed increased to 23 knots. Deck armor thickened, bulges fitted, torpedo-tubes removed and entire appearance changed. The best-protected U. S. ships now in service. Their original design introduced the 50-caliber 14-inch gun and the familiar "clipper" bows—only lately out of fashion.

BATTLESHIPS (BB)

TWO SHIPS: PENNSYLVANIA CLASS OF 1912-1913

Ship	No.	Builder	Ordered	Keel Laid	Launched	First Comm.
PENNSYLVANIA	38	Newport News S. B. Co.	Feb. 28, 1913	Oct. 27, 1913	Mar. 16, 1915	June 12, 1916
ARIZONA	39	New York Navy Yard	June 24, 1913	Mar. 16, 1914	June 19, 1915	Oct. 17, 1916

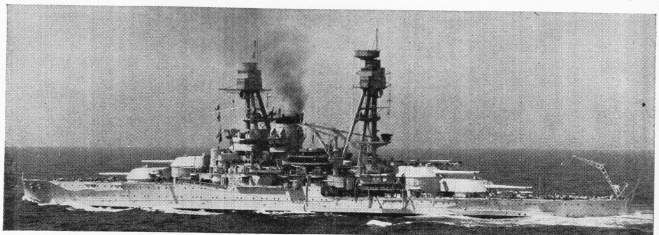


U. S. S. PENNSYLVANIA *Courtesy Bear Photo Service, 330 Grove St., S.F.*

The Flagship of the United States Fleet. CinCUS' blue seaplane and his personal barge are clearly shown. ARIZONA, Divisional Flagship. Both have geared turbines driving four screws. First U. S. ships with all triple turrets. Rebuilt 1928-1931. Appearance entirely altered. Last battleships with Tripod masts. Comfortable, steady ships. The world's largest when begun in 1912-1913.

TWO SHIPS: OKLAHOMA CLASS OF 1911

Ship	No.	Builder	Ordered	Keel Laid	Launched	First Comm.
NEVADA	36	Fore River S. B. Corp.	Jan. 22, 1912	Nov. 4, 1912	July 11, 1914	Mar. 11, 1916
OKLAHOMA	37	New York S. B. Co., Camden	Jan. 22, 1912	Oct. 26, 1912	Mar. 23, 1914	May 2, 1916

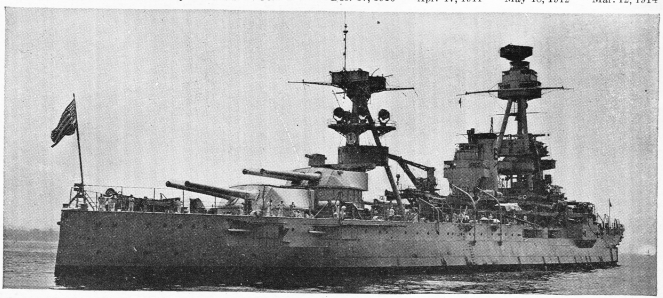


U. S. S. NEVADA *Official U. S. Navy Photograph*

Two competitive sisters. Reciprocating engines in OKLAHOMA, turbines in NEVADA. Both have twin-screws. Later designs all had turbines or turbo-electric drive. Rebuilt 1927-1929. Tripod masts and bulges fitted. Carry their ten 14-inch guns in four turrets, two triple and two twin-mounts. They were the first Battleships in the world burning all-oil-fuel.

TWO SHIPS: TEXAS CLASS OF 1910

Ship	No.	Builder	Ordered	Keel Laid	Launched	First Comm.
NEW YORK	34	New York Navy Yard	May 1, 1911	Sept. 11, 1911	Oct. 30, 1912	Apr. 15, 1914
TEXAS	35	Newport News S. B. Co.	Dec. 17, 1910	Apr. 17, 1911	May 18, 1912	Mar. 12, 1914

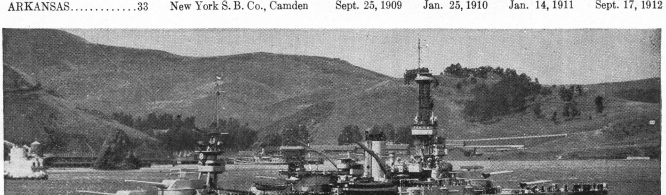


U. S. S. TEXAS *James Downey*

A former Flagship of the U. S. Fleet (1927-1931) and a distinguished Veteran of World War I. Now Flagship of the Atlantic Fleet. Both she and the NEW YORK are economical steamers with twin-screw reciprocating machinery. Carry ten 14-inch guns in five twin-turrets. Rebuilt 1925-1927. Converted to oil-fuel, tripods fitted. Aviation Units reorganized, late 1939.

TWO SHIPS: ARKANSAS CLASS OF 1909

Ship	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
WYOMING	32	Wm. Cramp & Sons	Oct. 14, 1909	Feb. 9, 1910	May 25, 1911	Sept. 25, 1912
ARKANSAS	33	New York S. B. Co., Camden	Sept. 25, 1909	Jan. 25, 1910	Jan. 14, 1911	Sept. 17, 1912



U.S.S ARKANSAS *Courtesy Bear Photo Service, 330 Grove St., S. F.*

Our only twelve-inch gunned Battleships. Both are attached to Battleship Division Five, Atlantic Fleet. They have geared-turbines driving four-screws. Rebuilt 1925-1927; converted to burn oil-fuel. One cage-mast removed. ARKANSAS carries three seaplanes. The WYOMING, demilitarized by the London Naval Treaty, has been classed as a Training Ship. With full armament restored she will be a welcome addition to the Battle Line. Five earlier 12-inch gunned Dreadnaught Battleships were scrapped by the Disarmament Treaties, the FLORIDA (30), NORTH DAKOTA (29), DELAWARE (28), MICHIGAN (27) and SOUTH CAROLINA (26). The UTAH (Ex-BB31) survives as a radio-controlled Mobile Target. The Armored Cruiser SEATTLE, long idle as a Receiving Ship, may be utilized as a sea-going Training Ship.

AIRCRAFT CARRIERS (CV)

Twelve large Carriers were building at the end of 1940. Eleven were ordered during the year including seven (13-19) provided by the 70% Increase Act of July 19, 1940. Six CV's were in service, four with the Battle Force in the Pacific and two in the Atlantic operating on Neutrality Patrol. Each Carrier has an attached Air Group comprising four Squadrons with various primary missions (See page 29). Carrier-based Squadrons operate eighteen combatant aircraft, basically organized in three-plane Sections. Normal Air Groups include 74 or 75 combatant aircraft. Total complements vary according to the size of attached Flag and Utility Units. All Carrier Squadrons take their numbers from the ships on which they serve . . . Squadrons attached to the new TICONDEROGA's Air Group, for example, will be numbered "19."

AIRCRAFT CARRIER DATA

Ship	Serial Number	Standard Tonnage	Dimensions: Length Overall	Beam	Mean Draft	Machinery: Horsepower	Speed	Armament: Main	Anti-Aircraft [1]	Aircraft Attached	Crew Total
ESSEX Class	CV 9-19	25,000	*	*	*	*	*	*	*	80+	*
HORNET	CV 8	20,000	*	*	*	*	*	*	*	80+	*
WASP	7	14,700	739′ 0″	80′ 9″	20′ 0″	75,000	30.0	8–5″/38AA	*	84	1800
ENTERPRISE	6	19,900	809′ 6″	83′ 3″	21′ 8″	120,000	34.0	"	16–1.1″/*	81	2072
YORKTOWN	5	19,900	"	"	"	"	34.0	"	"	85	"
RANGER	4	14,500	769′ 0″	80′ 1″	19′ 8″	53,500	29.5	"	"	84	1800
SARATOGA	3	33,000	888′ 0″	105′ 6″	24′ 2″	180,000	33.9	8–8″/55	12–5″/25	83	1900
LEXINGTON	2	33,000	"	"	"	"	33.9	"	"	81	"

(*): No information available. (1): Increased 1940-1941; details restricted.

ELEVEN SHIPS: ESSEX CLASS OF 1940

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
ESSEX	9	Newport News S. B. Co.	July 3, 1940	*	*	1943
BON HOMME RICHARD	10	Newport News S. B. Co.	July 3, 1940	*	*	1943
INTREPID	11	Newport News S. B. Co.	July 3, 1940	*	*	1944
KEARSARGE	12	Newport News S. B. Co.	Sept. 9, 1940	*	*	1944
FRANKLIN	13	Newport News S. B. Co.	Sept. 9, 1940	*	*	1945
HANCOCK	14	Newport News S. B. Co.	Sept. 9, 1940	*	*	1945
RANDOLPH	15	Newport News S. B. Co.	Sept. 9, 1940	*	*	1946
CABOT	16	Bethlehem S. B. Co., Quincy	Sept. 9, 1940	*	*	1943
BUNKER HILL	17	Bethlehem S. B. Co., Quincy	Sept. 9, 1940	*	*	1944
ORISKANY	18	Bethlehem S. B. Co., Quincy	Sept. 9, 1940	*	*	1945
TICONDEROGA	19	Bethlehem S. B. Co., Quincy	Sept. 9, 1940	*	*	1945

Ten of their names date back to 1775-1815. KEARSARGE dates from 1861. Aircraft carriers are named for famous ships of the Old Navy or to commemorate Battles of the Revolution. The ESSEX-TICONDEROGA group may include two types. The four later vessels (16-19) will probably follow a 26,500-ton design prepared by Bethlehem. The seven ships building at Newport News are listed as 25,000-tonners.

ONE SHIP: HORNET TYPE OF 1938

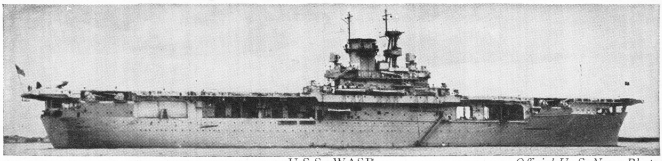
Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
HORNET	8	Newport News S. B. Co.	Mar. 30, 1939	Sept. 25, 1939	Dec. 14, 1940	1942

Originally announced as a 20,000-ton ship, a sister of the YORKTOWN and ENTERPRISE in most respects. Her design has been modified; new tonnage figures have not been released. No details available on armament or probable appearance. The HORNET'S Squadrons will organize at Norfolk Naval Air Station during 1941

AIRCRAFT CARRIERS (CV)

ONE SHIP: WASP TYPE OF 1935

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
WASP	7	Bethlehem S. B. Co., Quincy	Sept. 19, 1935	Apr. 1, 1936	Apr. 4, 1939	Apr. 25, 1940

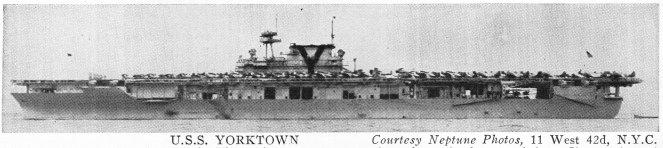


U.S.S. WASP *Official U. S. Navy Photo*

Our newest Carrier, now (January 1941) operating in the Atlantic with Carrier Division Three. Geared turbines drive four screws. One-knot faster and thirty-feet shorter than the RANGER. She carries 84 active aircraft: Two Fighting and two Scouting Squadrons plus six Utility planes. Identification Symbol, painted on each end of her flight deck: WASP. WASP AIR GROUP Tail Color: Black.

TWO SHIPS: YORKTOWN CLASS OF 1933

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
YORKTOWN	5	Newport News S. B. Co.	Aug. 3, 1933	May 21, 1934	Apr. 4, 1936	Sept. 30, 1937
ENTERPRISE	6	Newport News S. B. Co.	Aug. 3, 1933	July 16, 1934	Oct. 3, 1936	May 12, 1938



U.S.S. YORKTOWN *Courtesy Neptune Photos,* 11 West 42d, N.Y.C.

With her planes massed on deck. Three elevators transport them from the hangars below. She carries 85 planes: a normal 75-plane Air Group, 6 Utility planes and a 4-plane Flag Unit as Flagship of Aircraft. Battle Force. The ENTERPRISE carries 81. Quadruple-screw geared-turbines power both vessels. They were ordered under N.R.A., the "Blue Eagle" Act of 1933. Symbols (Tail Colors): YKTN (Red); EN (Blue).

ONE SHIP: RANGER TYPE OF 1929

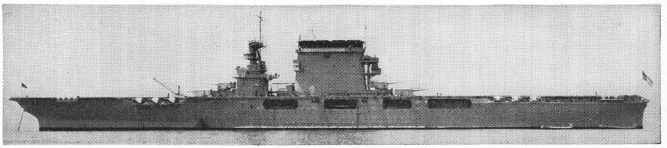
Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
RANGER	4	Newport News S. B. Co.	Nov. 1, 1930	Sept. 26, 1931	Feb. 25, 1933	June 4, 1934

U. S. S. RANGER *Courtesy Neptune Photo Agency*

Our first built-for-the-purpose Carrier with her six smoke-ducts swung outboard. The old LANGLEY has similar folding stacks on her port side (See page 38). Geared turbines drive the RANGER'S four screws. Her Air Group was reorganized during late 1940. The famed "High Hats" (VB-4, 1939-1940) became VS-41, old VS-41 became VF-42 and Fighting Four VF-41. She now carries 84 aircraft. Symbol: RNGR; Tail Color: Green.

TWO SHIPS: EX-BATTLE CRUISERS OF 1916-1922

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
LEXINGTON	2	Fore River S. B. Co., Quincy	Nov. 22, 1922*	Jan. 8, 1921	Oct. 3, 1925	Dec. 14, 1927
SARATOGA	3	New York S. B. Co., Camden	Oct. 30, 1922*	Sept. 28, 1920	Apr. 7, 1925	Nov. 16, 1927



U.S.S. LEXINGTON *Courtesy Neptune Photo Agency*

A souvenir of disarmament. Four 43,500-ton sisters were scrapped by the Washington Treaty. The LEXINGTON and SARATOGA retain their battle-cruiser machinery, the most powerful yet fitted in warships. The largest U.S. vessels now in service; they form Carrier Division One, Battle Force. Symbols (Tail Colors) Aircraft assigned: LEX (Yellow) 81; SARA (White) 83—including a 2-plane Flag Unit.

*Reordered as Aircraft Carriers. Original orders placed April 26 and May 5, 1917.

During 1940 contracts were awarded for the construction of fifty-two Cruisers. Two orders were cancelled. At the end of the year fifty-four were building, ranging from the 6,000-ton ATLANTAS up to the Navy's new mystery ships . . . the ALASKA Class Large Cruisers. Little official data has been released on the newer types, none whatsoever on the ALASKAS. Available information is given below. Thirty-seven older Cruisers are in service. Most of the eight-inch gunned vessels are attached to the Scouting Force, operating with the Patrol Wings as the Eyes of the Fleet. All but a few of the 6-inch gunned Light Cruisers operate with the Battle Force. The latest available Cruiser organization will be found on page 29. Four ships usually form each of seven Divisions. Others operate as Flagships of Destroyer and Submarine formations. The HOUSTON is currently the Flagship of the Asiatic Fleet.

LARGE CRUISERS—HEAVY CRUISERS

Name	Serial Number	Standard Tonnage	Dimensions			Machinery		Armament			Aircraft		Men
			Length Overall	Beam	Mean Draft	Horsepower	Rated Speed	Main	Anti-[2] Aircraft	Torpedo Tubes	Ship Unit	Catapults	
6 Large Cruisers	1–6	*	*	*	*	*	*	*	*	*	*	*	*
8 Ships	CA 68–75	13,000	*	*	*	*	*	9–8″/55	*	*	*	*	*
WICHITA	CA 45	10,000	614′0″	61′ 9″	19′10″	100,000	32.5	〃	8–5″/38	None	4	2	700
VINCENNES	〃 44	9,400	588′0″	61′10″	18′ 8″	107,000	32.0	〃	8–5″/25	〃	〃	〃	〃
QUINCY	〃 39	9,375	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃
SAN FRANCISCO (F)	〃 38	9,950	〃	61′ 9″	19′ 5″	〃	32.7	〃	〃	〃	〃	〃	〃
TUSCALOOSA (F)	〃 37	9,975	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃
MINNEAPOLIS (F)	〃 36	9,950	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃
INDIANAPOLIS (F)	〃 35	〃	610′3″	66′ 1″	17′ 4″	〃	〃	〃	〃	〃	5	〃	〃
ASTORIA (F)	〃 34	〃	588′0″	61′ 9″	19′ 5″	〃	〃	〃	〃	〃	4	〃	〃
PORTLAND	〃 33	9,800	610′3″	66′ 1″	17′ 1″	〃	〃	〃	〃	〃	〃	〃	〃
NEW ORLEANS	〃 32	9,950	588′0″	61′ 9″	19′ 5″	〃	〃	〃	〃	〃	〃	〃	〃
AUGUSTA (F)	〃 31	9,050	600′3″	66′ 1″	16′ 4″	〃	〃	〃	4–5″/25	Removed	〃	〃	〃
HOUSTON (F)	〃 30	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃
CHICAGO (F)	〃 29	9,300	〃	〃	16′ 8″	〃	〃	〃	〃	〃	5	〃	〃
LOUISVILLE (F)	〃 28	9,050	〃	〃	16′ 4″	〃	〃	〃	〃	〃	4	〃	〃
CHESTER (F)	〃 27	9,200	〃	〃	16′ 6″	〃	〃	〃	〃	〃	〃	〃	〃
NORTHAMPTON (F)	〃 26	9,050	〃	〃	16′ 4″	〃	〃	〃	〃	〃	〃	〃	〃
SALT LAKE CITY	〃 25	9,100	585′6″	65′ 3″	16′ 2″	〃	〃	10–8″/55	〃	〃	〃	〃	〃
PENSACOLA	〃 24	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃

LIGHT CRUISERS (CL)

32 Ships	CL 55 Type	10,000	*	*	*	*	*	15–6″/47	*	*	4	2	*
8 Ships	CL 51 Type	6,000	541′0″	52′ 0″	14′ 0″	75,000	35+	12–5″/ *	*	*	*	*	*
HELENA	〃 50	10,000	614′0″	61′ 6″	19′ 9″	100,000	32.5	15–6″/47	8–5″/38	None	4	2	888
ST. LOUIS	〃 49	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃
HONOLULU (F)	〃 48	〃	〃	〃	〃	〃	〃	〃	8–5″/25	〃	〃	〃	868
BOISE	〃 47	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃
PHOENIX	〃 46	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃
NASHVILLE	〃 43	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃
SAVANNAH	〃 42	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃
PHILADELPHIA (F)	〃 41	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃
BROOKLYN	〃 40	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃
MEMPHIS (F)	〃 13	7,050	555′6″	55′ 4″	13′ 6″	90,000	35.0	12–6″/53	4–3″/50	6–21″[1]	2	〃	458
MARBLEHEAD	〃 12	〃	〃	〃	〃	〃	〃	10–6″/53	〃	〃	〃	〃	〃
TRENTON (F)	〃 11	〃	〃	〃	〃	〃	〃	12–6″/53	〃	〃	〃	〃	〃
CONCORD (F)	〃 10	〃	〃	〃	〃	〃	〃	〃	6–3″/50	〃	〃	〃	〃
RICHMOND (F)	〃 9	〃	〃	〃	〃	〃	〃	10–6″/53	4–3″/50	〃	〃	〃	〃
DETROIT (F)	〃 8	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃
RALEIGH (F)	〃 7	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃
CINCINNATI	〃 6	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃
MILWAUKEE	〃 5	〃	〃	〃	〃	〃	〃	12–6″/53	〃	〃	〃	〃	〃
OMAHA (F)	〃 4	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃

(F) Flagship. * No information available. (1) In two triple sets. (2) Increased 1940–1941; details restricted.

LARGE CRUISERS—HEAVY CRUISERS

SIX SHIPS: ALASKA CLASS OF 1940

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
ALASKA	1	New York S. B. Co., Camden	Sept. 9, 1940	*	*	1944
GUAM	2	New York S. B. Co., Camden	Sept. 9, 1940	*	*	*
HAWAII	3	New York S. B. Co., Camden	Sept. 9, 1940	*	*	*
PHILIPPINES	4	New York S. B. Co., Camden	Sept. 9, 1940	*	*	*
PUERTO RICO	5	New York S. B. Co., Camden	Sept. 9, 1940	*	*	*
SAMOA	6	New York S. B. Co., Camden	Sept. 9, 1940	*	*	*

Six ships of an entirely new type, officially classed as Large Cruisers. All details severely restricted. Five of their names honor United States Territories and Possessions. The sixth honors the Philippine Commonwealth.

EIGHT SHIPS: BALTIMORE CLASS OF 1940

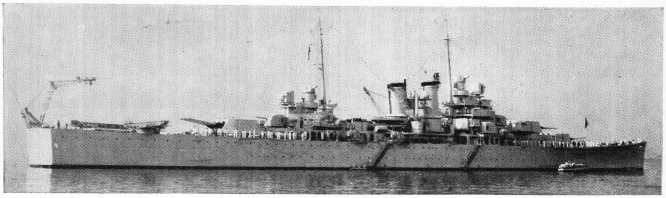
Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
BALTIMORE	68	Bethlehem S. B. Co., Quincy	July 1, 1940	*	*	1943
BOSTON	69	Bethlehem S. B. Co., Quincy	July 1, 1940	*	*	*
PITTSBURGH	70	Bethlehem S. B. Co., Quincy	July 1, 1940	*	*	*
ST. PAUL	71	Bethlehem S. B. Co., Quincy	July 1, 1940	*	*	*
ALBANY	72	Bethlehem S. B. Co., Quincy	Sept. 9, 1940	*	*	*
ROCHESTER	73	Bethlehem S. B. Co., Quincy	Sept. 9, 1940	*	*	*
COLUMBUS	74	Bethlehem S. B. Co., Quincy	Sept. 9, 1940	*	*	*
DES MOINES	75	Bethlehem S. B. Co., Quincy	Sept. 9, 1940	*	*	*

The first Post Treaty Heavies, enlargements of the WICHITA design. Three-thousand additional tons will provide increased range and heavier protection. The BALTIMORES will carry extra-heavy AA batteries and 8-inch guns. The old BOSTON, second of the New Navy's "A-B-C Cruisers," is now the DESPATCH.

HEAVY CRUISERS (CA)

ONE SHIP: WICHITA TYPE OF 1934

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
WICHITA	45	Philadelphia Navy Yard	Aug. 22, 1934	Oct. 28, 1935	Nov. 16, 1937	Feb. 16, 1939

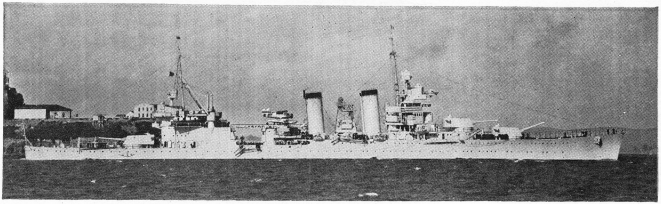


U.S.S. WICHITA *Ships & Aircraft*

An eight-inch-gunned BROOKLYN with an unusually arranged AA battery. Note the gun-houses above Turrets Two and Three. All exposed AA guns on Battleships, Carriers and Cruisers are to receive similar protection. Single guns will be replaced by twinned-mounts in some cases. Details restricted. The WICHITA is heavily armored for a 10,000-tonner. Last of the eighteen Treaty-built Heavies, she has geared-turbines driving four screws, and is now operating in the Atlantic as Flagship of Cruiser Division Seven. She carries a four-plane Section of VCS-7.

SEVEN SHIPS: ASTORIA CLASS OF 1929-1933

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
NEW ORLEANS	32	New York Navy Yard	July 12, 1929	Mar. 14, 1931	Apr. 12, 1933	Feb. 15, 1934
ASTORIA	34	Puget Sound Navy Yard	July 12, 1929	Sept. 1, 1930	Dec. 16, 1933	Apr. 28, 1934
MINNEAPOLIS	36	Philadelphia Navy Yard	July 12, 1929	June 27, 1931	Sept. 6, 1933	May 19, 1934
TUSCALOOSA	37	New York S. B. Co., Camden	Mar. 3, 1931	Sept. 3, 1931	Nov. 15, 1933	Aug. 17, 1934
SAN FRANCISCO	38	Mare Island Navy Yard	Oct. 11, 1930	Sept. 9, 1931	Mar. 9, 1933	Feb. 10, 1934
QUINCY	39	Bethlehem S. B. Co., Quincy	Jan. 9, 1933	Nov. 15, 1933	June 19, 1935	June 9, 1936
VINCENNES	44	Bethlehem S. B. Co., Quincy	Aug. 3, 1933	Jan. 2, 1934	May 21, 1936	Feb. 24, 1937

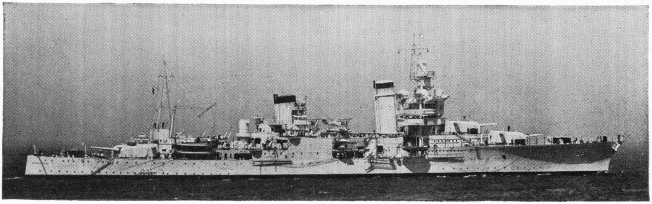


U.S.S. SAN FRANCISCO *Courtesy Bear Photo Service, 330 Grove St., S. F.*

One of seven similar vessels usually classed as sisters though their tonnages and details vary. Protection heavier than in earlier types that relied solely on minute compartmentation. Credited with five-inches of Deck and Belt Armor, six on Turret Faces, and eight over their Conning Towers. Geared turbines, four screws. Radius reported as 14,000-seamiles at cruising speed. Improved but bulky hangars. Four seaplanes normally attached, but can carry and service eight.

TWO SHIPS: INDIANAPOLIS CLASS OF 1929

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
PORTLAND	33	Bethlehem S. B. Co., Quincy	Aug. 15, 1929	Feb. 17, 1930	May 21, 1932	Feb. 23, 1933
INDIANAPOLIS	35	New York S. B. Co., Camden	Aug. 15, 1929	Mar. 31, 1930	Nov. 7, 1931	Nov. 15, 1932



U.S.S. PORTLAND *Courtesy Bear Photo Service*

Similar to the six AUGUSTAS but ten feet longer over all. Masts are shorter, protection somewhat heavier, and their eight 5-inch AA's double the earlier vessels' four. Similar quadruple screwed geared turbine machinery. The PORTLAND carries four seaplanes while the INDIANAPOLIS has five as the Flagship of the Scouting Force.

SIX SHIPS: NORTHAMPTON CLASS OF 1924

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
NORTHAMPTON	26	Bethlehem S. B. Co., Quincy	June 13, 1927	Apr. 12, 1928	Sept. 5, 1929	May 17, 1930
CHESTER	27	New York S. B. Co., Camden	June 13, 1927	Mar. 6, 1928	July 3, 1929	June 24, 1930
LOUISVILLE	28	Puget Sound Navy Yard	Apr. 19, 1927	July 4, 1928	Sept. 1, 1930	Jan. 15, 1931
CHICAGO	29	Mare Island Navy Yard	Apr. 19, 1927	Sept. 10, 1928	Apr. 10, 1930	Mar. 9, 1931
HOUSTON	30	Newport News S. B. Co.	June 13, 1927	May 1, 1928	Sept. 7, 1929	June 17, 1930
AUGUSTA	31	Newport News S. B. Co.	June 13, 1927	July 2, 1928	Feb. 1, 1930	Jan. 30, 1931

One of six graceful sisters, all fitted as Flagships. Lightly protected, they displace 9,050 to 9,300-tons, well under the 10,000-ton Treaty Limit. Geared-turbines drive four-screws. Their AA batteries will be doubled. The CHICAGO carries five seaplanes as the Flagship of Cruisers, Scouting Force. Her sisters carry four.

U.S.S. NORTHAMPTON

Official U.S.N. Photos

U.S.S. PENSACOLA

TWO SHIPS: PENSACOLA CLASS OF 1924

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
PENSACOLA	24	New York Navy Yard	Mar. 7, 1925	Oct. 27, 1926	Apr. 25, 1929	Feb. 6, 1930
SALT LAKE CITY	25	New York S. B. Co., Camden	July 9, 1926	June 9, 1927	Jan. 23, 1929	Dec. 11, 1929

One of our two earliest "Treaty Cruisers." Wrinkles that crept into their design have gradually ironed out. Two triple turrets fire over two twinned mounts. One more gun than the sixteen later Heavy Cruisers. Credited with a range of 13,000-seamiles at 15-knot speed—a range equalled and exceeded in the later types.

LIGHT CRUISERS (CL)

THIRTY-TWO SHIPS: CLEVELAND CLASS OF 1939-1940

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
CLEVELAND	55	New York S. B. Co., Camden	Mar. 23, 1940	July 1, 1940	*	1942
COLUMBIA	56	New York S. B. Co., Camden	Mar. 23, 1940	Aug. 19, 1940	*	1942
MONTPELIER	57	New York S. B. Co., Camden	June 12, 1940	Nov. 2, 1940	*	1942
DENVER	58	New York S. B. Co., Camden	June 12, 1940	Dec. 26, 1940	*	1942
AMSTERDAM	59	New York S. B. Co., Camden	July 1, 1940	*	*	*
SANTA FE	60	New York S. B. Co., Camden	July 1, 1940	*	*	*
TALLAHASSEE	61	New York S. B. Co., Camden	July 1, 1940	*	*	*
BIRMINGHAM	62	Newport News S. B. Co.	July 3, 1940	*	*	*
MOBILE	63	Newport News S. B. Co.	July 3, 1940	*	*	*
FLINT	64	Bethlehem S. B. Co., Quincy	July 1, 1940	*	*	*
PASADENA	65	Bethlehem S. B. Co., Quincy	July 1, 1940	*	*	*
SPRINGFIELD	66	Bethlehem S. B. Co., Quincy	July 1, 1940	*	*	*
TOPEKA	67	Bethlehem S. B. Co., Quincy	July 1, 1940	*	*	*
NEW HAVEN	76	New York S. B. Co., Camden	Sept. 9, 1940	*	*	*
HUNTINGTON	77	New York S. B. Co., Camden	Sept. 9, 1940	*	*	*
DAYTON	78	New York S. B. Co., Camden	Sept. 9, 1940	*	*	*
WILMINGTON	79	New York S. B. Co., Camden	Sept. 9, 1940	*	*	*
BILOXI	80	Newport News S. B. Co.	Sept. 9, 1940	*	*	*
VICKSBURG	81	Newport News S. B. Co.	Sept. 9, 1940	*	*	*
PROVIDENCE	82	Bethlehem S. B. Co., Quincy	Sept. 9, 1940	*	*	*
MANCHESTER	83	Bethlehem S. B. Co., Quincy	Sept. 9, 1940	*	*	*
FARGO	85	Federal S. B. Co., Kearny	Sept. 9, 1940	*	*	*
CHEYENNE	86	Federal S. B. Co., Kearny	Sept. 9, 1940	*	*	*
DULUTH	87	Federal S. B. Co., Kearny	Sept. 9, 1940	*	*	*
MIAMI	89	Cramp Shipbuilding Co.	Sept. 11, 1940	*	*	*
WILKES-BARRE	90	Cramp Shipbuilding Co.	Sept. 11, 1940	*	*	*
OKLAHOMA CITY	91	Cramp Shipbuilding Co.	Sept. 11, 1940	*	*	*
LITTLE ROCK	92	Cramp Shipbuilding Co.	Sept. 11, 1940	*	*	*
GALVESTON	93	Cramp Shipbuilding Co.	Sept. 11, 1940	*	*	*
YOUNGSTOWN	94	Cramp Shipbuilding Co.	Sept. 11, 1940	*	*	*
BUFFALO	99	New York S. B. Co., Camden	Dec. 16, 1940	*	*	*
NEWARK	100	New York S. B. Co., Camden	Dec. 16, 1940	*	*	*

The largest group of Cruisers yet begun for any Navy, exceeding even Britain's World War "C" Class . . . 28 much lighter vessels that differed considerably in detail. The 10,000-ton CLEVELANDS are reputedly of one type . . . modifications of the BROOKLYN-ST. LOUIS design. No official data released beyond tonnage.

EIGHT SHIPS: ATLANTA CLASS OF 1938-1940

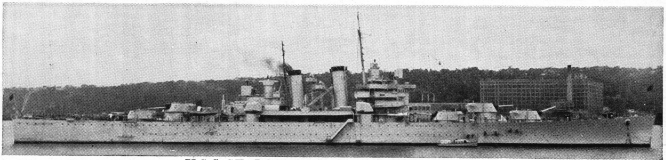
Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
ATLANTA	51	Federal S. B. Co., Kearny	April 25, 1939	April 22, 1940	*	1942
JUNEAU	52	Federal S. B. Co., Kearny	April 25, 1939	May 27, 1940	*	1942
SAN DIEGO	53	Bethlehem S. B. Co., Quincy	April 25, 1939	Mar. 27, 1940	*	1942
SAN JUAN	54	Bethlehem S. B. Co., Quincy	April 25, 1939	May 15, 1940	*	1942
OAKLAND	95	Beth. S. B. Co., San Francisco	Sept. 9, 1940	*	*	1944
TUCSON	96	Beth. S. B. Co., San Francisco	Sept. 9, 1940	*	*	1944
SPOKANE	97	Beth. S. B. Co., San Francisco	Sept. 9, 1940	*	*	1944
RENO	98	Beth. S. B. Co., San Francisco	Sept. 9, 1940	*	*	1944

A new medium-sized type, slated to operate as Flotilla Flagships. They will be the Navy's fastest Cruisers and its smallest since the "Scouts" of 1905, the 3,750-ton CHESTER (1), BIRMINGHAM (2) and SALEM (3) . . . four-stackers, long-since scrapped. No information released on the ATLANTA's armament or appearance. Foreign sources credit them with sixteen 5-inch guns in eight twin-mounts or twelve 5's in threes. Torpedo armament unreported. No launching dates have been announced. Orders for two Light Cruisers were cancelled on December 16, 1940: CL84 and CL88.

LIGHT CRUISERS (CL)

TWO SHIPS: ST. LOUIS CLASS OF 1935

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
ST. LOUIS	49	Newport News S. B. Co.	Oct. 16, 1935	Dec. 10, 1936	Apr. 15, 1938	May 19, 1939
HELENA	50	New York Navy Yard	Sept. 9, 1935	Dec. 9, 1936	Aug. 27 1938	Sept. 18, 1939

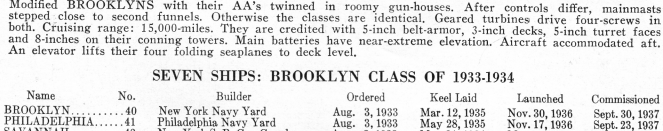


U.S.S ST. LOUIS *Courtesy Neptune Photos,* 11 W. 42, N.Y.C.

Modified BROOKLYNS with their AA's twinned in roomy gun-houses. After controls differ, mainmasts stepped close to second funnels. Otherwise the classes are identical. Geared turbines drive four-screws in both. Cruising range: 15,000-miles. They are credited with 5-inch belt-armor, 3-inch decks, 5-inch turret faces and 8-inches on their conning towers. Main batteries have near-extreme elevation. Aircraft accommodated aft. An elevator lifts their four folding seaplanes to deck level.

SEVEN SHIPS: BROOKLYN CLASS OF 1933-1934

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
BROOKLYN	40	New York Navy Yard	Aug. 3, 1933	Mar. 12, 1935	Nov. 30, 1936	Sept. 30, 1937
PHILADELPHIA	41	Philadelphia Navy Yard	Aug. 3, 1933	May 28, 1935	Nov. 17, 1936	Sept. 23, 1937
SAVANNAH	42	New York S. B. Co., Camden	Aug. 3, 1933	May 31, 1934	May 8, 1937	Mar. 10, 1938
NASHVILLE	43	New York S. B. Co., Camden	Aug. 3, 1933	Jan. 24, 1935	Oct. 2, 1937	June 6, 1938
PHOENIX	46	New York S. B. Co., Camden	Aug. 22, 1934	Apr. 15, 1935	Mar. 12, 1938	Oct. 3, 1938
BOISE	47	Newport News S. B. Co.	Aug. 22, 1934	Apr. 1, 1935	Dec. 3, 1936	Aug. 12, 1938
HONOLULU	48	New York Navy Yard	Aug. 22, 1934	Sept. 10, 1935	Aug. 26, 1937	June 15, 1938

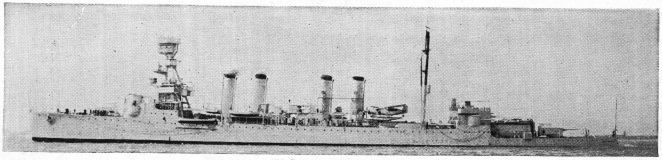


U.S.S. BROOKLYN *Ships and Aircraft*

Built under Treaty restrictions, our answer to Japan's MOGAMI Class of 1931—four exotic 8,500-tonners mounting fifteen 6.1's in five turrets, disposed as in the BROOKLYN but with Number 3 firing over 2 and 1. Two later Jap Cruisers, TONE and TIKUMA, are supposed to carry twelve 6.1's in four turrets, all forward, with their after ends devoted to aircraft hangars and handling gear. Both BROOKLYN and MOGAMI carry four seaplanes.

TEN SHIPS: OMAHA CLASS OF 1916-1918

Name	No.	Builder	Ordered	Keel Laid	Launched	Commissioned
OMAHA	4	Todd S. B. & D. D. Co., Tacoma	Dec. 26, 1916	Dec. 6, 1918	Dec. 14, 1920	Feb. 24, 1923
MILWAUKEE	5	Todd S. B. & D. D. Co., Tacoma	Aug. 27, 1917	Dec. 13, 1918	Mar. 24, 1921	June 20, 1923
CINCINNATI	6	Todd S. B. & D. D. Co., Tacoma	Aug. 27, 1917	May 15, 1920	May 23, 1921	Jan. 1, 1924
RALEIGH	7	Bethlehem S. B. Co., Quincy	Aug. 21, 1917	Aug. 16, 1920	Oct. 25, 1922	Feb. 6, 1924
DETROIT	8	Bethlehem S. B. Co., Quincy	Aug. 21, 1917	Nov. 10, 1920	June 29, 1922	July 31, 1923
RICHMOND	9	Wm. Cramp & Sons, Philadelphia	July 30, 1917	Feb. 16, 1920	Sept. 29, 1921	July 2, 1923
CONCORD	10	Wm. Cramp & Sons, Philadelphia	July 30, 1917	Mar. 29, 1920	Dec. 15, 1921	Nov. 3, 1923
TRENTON	11	Wm. Cramp & Sons, Philadelphia	Jan. 24, 1919	Aug. 18, 1920	Apr. 16, 1923	Apr. 19, 1924
MARBLEHEAD	12	Wm. Cramp & Sons, Philadelphia	Jan. 24, 1919	Aug. 4, 1920	Oct. 9, 1923	Sept. 8, 1924
MEMPHIS	13	Wm. Cramp & Sons, Philadelphia	Jan. 24, 1919	Oct. 14, 1920	Apr. 17, 1924	Feb. 4, 1925



U.S.S. RALEIGH *Courtesy Neptune Photos*

Ten fast "Scouts." They originally carried tall top-masts and all mounted twelve 6-inch guns. Five now mount only ten. Geared turbines drive four-screws. Cruising range: 10,000-miles at 15 knots; 3,000 at 30. Four of the sisters form Cruiser Division Three. Two are with the Asiatic Fleet. The others operate as Destroyer or Submarine Flagships. The RALEIGH's two seaplanes are shown with their wings folded.

Two-hundred Destroyers were ordered during 1940 (445-644); contracts for seven were cancelled. At the end of the year 205 were building. Another 205 were on the Register including 46 then classed as Auxiliaries or Experimental Vessels. Most of the 86 new Destroyers (348 and later) were operating with the Battle Force. Seventy-three older boats were scattered from China to the outer limits of the Atlantic Neutrality Patrol. Fifty flush-deckers were transferred to Great Britain in exchange for base rights during September 1940. Our basic Destroyer organization is the Division of four boats. Two Divisions and a Leader form the normal Destroyer Squadron. Five or more Squadrons form each of two Battle Force Flotillas, with a Light Cruiser as Flotilla Flagship and two attached Tenders. The BLACK HAWK mothers Squadron Twenty-nine (13 flush-deckers) in the Far East. Other Tenders serve with the Atlantic Fleet's Destroyer Squadrons.

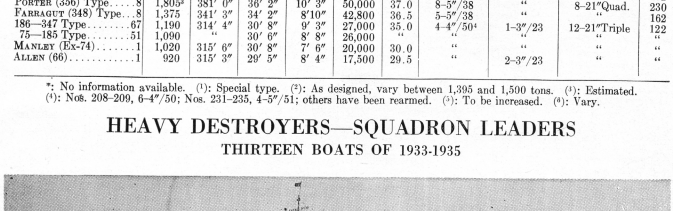
DESTROYER DATA

Classes	Number Existing of Type	Standard Tonnage	Dimensions			Machinery		Armament			Men
			Length Overall	Beam	Mean Draft	Horsepower	Speed	Main Battery	Anti-[5] Aircraft	Torpedo Tubes	
WATSON (482) Type	4	2,100[1]	*	*	*	*	*	*	*	*	.....
FLETCHER (445) Type	121	2,100	374′ 0″	39′ 0″	12′ 0″	*	*	*	*	*	.....
BRISTOL (453) Type	68	1,700	*	*	*	*	*	*	*	*	.....
MAYO (422) Type	24	1,630	*	*	*	50,000	37.0	5–5″/38	4–1.1″/*	10–21″Quin.[6]	200
SIMS (409) Type	12	1,570	348′ 3″	36′ 1″	11′ 6″	"	"	"	"	8–21″Quad.[6]	"
MCCALL (400) Type	12	1,500	341′ 8″	34′10″	9′10″	42,800	36.5	4–5″/38	"	16–21″Quad.	"
FANNING (385) Type	2	1,500	"	"	"	"	"	5–5″/38	"	12–21″Quad.	172
CRAVEN (382) Type	10	1,500	"	"	"	"	"	4–5″/38	"	16–21″Quad.	200
SOMERS (381) Type	5	1,850	381′ 0″	36′ 2″	10′ 3″	52,000	37.5	8–5″/38	"	12–21″Quad.	230
MAHAN (364) Type	16	1,500[2]	341′ 8″	34′10″	9′10″	42,800	36.5	5–5″/38	"	"	172
PORTER (356) Type	8	1,805[3]	381′ 0″	36′ 2″	10′ 3″	50,000	37.0	8–5″/38	"	8–21″Quad.	230
FARRAGUT (348) Type	8	1,375	341′ 3″	34′ 2″	8′10″	42,800	36.5	5–5″/38	"	"	162
186—347 Type	67	1,190	314′ 4″	30′ 8″	9′ 3″	27,000	35.0	4–4″/50[4]	1–3″/23	12–21″Triple	122
75—185 Type	51	1,090	"	30′ 6″	8′ 8″	26,000	"	"	"	"	"
MANLEY (Ex-74)	1	1,020	315′ 6″	30′ 8″	7′ 6″	20,000	30.0	"	"	"	"
ALLEN (66)	1	920	315′ 3″	29′ 5″	8′ 4″	17,500	29.5	"	2–3″/23	"	"

*: No information available. (1): Special type. (2): As designed, vary between 1,395 and 1,500 tons. (3): Estimated. (4): Nos. 208–209, 6–4″/50; Nos. 231–235, 4–5″/51; others have been rearmed. (5): To be increased. (6): Vary.

HEAVY DESTROYERS—SQUADRON LEADERS

THIRTEEN BOATS OF 1933-1935



U.S.S. JOUETT (396) *Official U. S. Navy Photograph*

One of our five single-stacked "Leaders"—capable of discharging the world's heaviest torpedo salvo from their twelve 21-inch tubes. All bear to either broadside. The new Destroyers with sixteen tubes can fire only eight to either beam. All thirteen Heavy Destroyers mount eight 5-inch guns, twinned, and carry four small A.A's. They are capable of high sustained speeds and carry fuel sufficient for 8,000 seamiles.

THREE OF 1935 (as above)

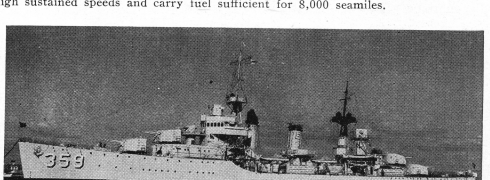
No.	Name	First Comm.
394	SAMPSON	1938
395	DAVIS	1938
396	JOUETT	1939

TWO OF 1934 (as above)

381	SOMERS	1937
383	WARRINGTON	1938

EIGHT OF 1933 (right)

356	PORTER	1936
357	SELFRIDGE	1936
358	McDOUGAL	1936
359	WINSLOW	1937
360	PHELPS	1936
361	CLARK	1936
362	MOFFETT	1936
363	BALCH	1936



U.S.S. WINSLOW (359) *O. A. Tunnell, San Diego*

Representing our eight earlier Heavy Destroyers. Armament as in JOUETT excepting four fewer torpedo-tubes. Heavy tripod masts and two funnels. Hull lines and dimensions of all thirteen are similar. Later five have slightly higher speed and more horse-power. Geared turbines drive twin-screws in all. They cost an average of $3,850,000 apiece without armament. Builders: 356-359, N.Y.S.B. Corp., Camden; 360-363, Bethlehem, Quincy; 381-383, Federal, Kearny; 394-396, Bath Iron Works.

ONE-HUNDRED AND FIFTY-FIVE BOATS (483-644): 1940 EMERGENCY PROGRAM

No.	Name
483	Aaron Ward
484	Buchanan
485	Duncan
486	Lansdowne
487	Lardner
488	McCalla
489	Mervine
490	Quick
491	Farenholt
492	Bailey
493	Carmick
494	Doyle
495	Endicott
496	Farley
497	Frankford
498	Philip
499	Renshaw
500	Ringgold
501	Schroeder
502	Stosbee
503	Stevenson
504	Stockton
505	Thorn
506	Turner
507	Conway
508	Cony
509	Converse
510	Eaton
511	Foote
512	Spence
513	Terry
514	Thatcher
515	Anthony
516	Wadsworth
517	Walker
518	Brownson
519	Daly
520	Isherwood
521	Kimberly
522	Luce
526	Abner Read
527	Ammen
528	Beatty
529	Bush
530	Trathen
531	Hazelwood
532	Heerman
533	Hoel
534	McCord
535	Miller
536	Owen
537	Putnam
538	Stephen Potter
539	Tingey
540	Twining
541	Yarnall
544	Boyd
545	Bradford
546	Brown
547	Cowell
550	Capps
551	David W. Taylor
552	Evans
553	John D. Henley
554	Franks
555	Haggard
556	Hailey
557	Johnston
558	Laws
559	Longshaw
560	Morrison
561	Pritchett
562	Robinson
563	Ross
564	Rowe
565	Smalley
566	Stoddard
567	Watts
568	Wren
569	Aulick
570	Charles Ausburn
571	Claxton
572	Dyson
573	Harrison
574	John Rodgers
575	McKee
576	Murray
577	Sproston
578	Wickes
579	Wm. D. Porter
580	Young
581	Charette
582	Conner
583	Hall
584	Halligan
585	Haraden
586	Newcomb
587	Bell
588	Burns
589	Izard
590	Paul Hamilton
591	Twiggs
592	Howorth
593	Killen
594	Mansfield
595	Metcalfe
596	Shields
597	Wiley
598	Bancroft
599	Barton
600	Boyle
601	Champlin
602	Meade
603	Murphy
604	Parker

Additional vessels of three new types, multiplying their earlier total fivefold. Individual tonnage figures on the 155 later boats have not been released. The total number of each type has been announced. The group includes ninety-seven 2,100-ton FLETCHERS (total of type 121), fifty-six 1,700-ton BRISTOLS (total 68) and two "Special" 2,100-tonners of the WATSON class (total 4). Twenty-two of the 115 names assigned were borne by flush-deckers transferred to Great Britain during late 1940. Others honor destroyers that distinguished themselves during the World War. The WADSWORTH (516) remembers the old "60" that led the Eighth Division into Queenstown, the first destroyer overseas.

Forty (605-644) Unnamed. Ordered: 483-597, September 9, 1940; 598-644, December 16, 1940. Seven cancelled, Dec. 16: 523-525, 542-543, 548-549. Builders: 483-490, 498-506, 618-623, Federal; 491-492, 518-522 602-604, Bethlehem, Staten Island; 493-497, 554-568, 624-628, Seattle-Tacoma S. B. Co.; 507-517, 629-631, 642-644, Bath Iron Works; 526-541, 605-611, Bethlehem, San Francisco; 544-547, 612-617, Bethlehem, San Pedro; 550-553, Gulf S. B. Co., Chickasaw, Alabama; 569-580, Consolidated Steel, Orange, Texas; 581-586, 632-635, Boston Yard; 587-591, 640-641, Charleston Yard; 592-597, Puget Sound Yard; 598-601, Bethlehem, Quincy; 636-637, Philadelphia Yard; 638-639, Norfolk Yard.

TWO (also 2 Later) BOATS: WATSON (482) TYPE OF 1940

No.	Name
452	Percival
482	Watson

Four new 2,100-tonners, officially listed as a "Special type." Their purpose and characteristics are restricted. Builder, first pair: Federal, Kearny. The Federal Yard is building 35 of the new destroyers. A number of each type.

TWENTY-FOUR (also 97 Later) BOATS: FLETCHER (445) TYPE OF 1940

No.	Name
445	Fletcher
446	Radford
447	Jenkins
448	La Vallette
449	Nicholas
450	O'Bannon
451	Chevalier
465	Saufley
466	Waller
467	Strong
468	Taylor
469	De Haven
470	Bache
471	Beale
472	Guest
473	Bennett
474	Fullam
475	Hudson
476	Hutchins
477	Pringle
478	Stanly
479	Stevens
480	Halford
481	Leutze

One-hundred and twenty-one 2,100-ton answers to Japan's 2,000-ton KAGERO Class. The 36-knot Japs carry six 5-inch guns and eight 21-inch tubes. FLETCHERS' speed and armament restricted. Builders: 445-448, 465-466, Federal; 449-451, 467-469, Bath; 470-471, Bethlehem, S. Isl.; 472-476, Boston Yard; 477-479, Chas. Yd.; 480-481, Puget Sd. Yd.

TWELVE (also 56 Later) BOATS: BRISTOL (453) TYPE OF 1940

No.	Name
453	Bristol
454	Ellyson
455	Hambleton
456	Rodman
457	Emmons
458	Macomb
459	Laffey
460	Woodworth
461	Forrest
462	Fitch
463	Corry
464	Hobson

Sixty-eight 1,700-ton improved MAYOS. No details available. Builders, first twelve: 453-456, Federal; 457-458, Bath; 459-460, Bethlehem, Frisco; 461-462, Boston Yard; 463-464, Charleston Yard.

TWENTY-FOUR BOATS: MAYO (421-444) CLASS OF 1937-1939

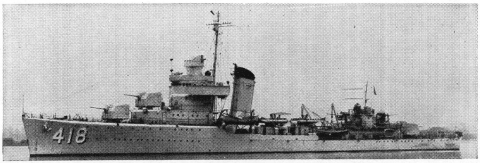
No.	Name	First Comm.
421	Benson	1940
422	Mayo	1940
423	Gleaves	1940
424	Niblack	1940
425	Madison	1940
426	Lansdale	1940
427	Hilary P. Jones	1940
428	Charles F. Hughes	1940
429	Livermore	1940
430	Eberle	1940
431	Plunkett	1940
432	Kearney	1940
433	Gwin	1940
434	Meredith	1940
435	Grayson	1940
436	Monssen	1940
437	Woolsey	1941
438	Ludlow	1941
439	Edison	1941
440	Ericsson	1941
441	Wilkes	1941
442	Nicholson	1941
443	Swanson	1941
444	Ingraham	1941

U.S.S. GLEAVES (423) *Official U. S. Navy Photo*

Provided over three years, eight per year, the last of 97 destroyers built under the London Treaty. Light armor protects bridges and controls, shields fitted to all guns in later boats. Some carry eight tubes in fours; others ten quintupled. Builders: 421-422, Bethlehem, Quincy; 423-424, 429-430, 437-438, Bath I. W.; 425-426, 433-434, 441-442, Boston Yard; 427, 435, 443-444, Charleston Yard; 436, Puget Sound Yard.

TWELVE BOATS: SIMS (409-420) CLASS OF 1936

No.	Name	First Comm.
409	SIMS	1939
410	HUGHES	1939
411	ANDERSON	1939
412	HAMMANN	1939
413	MUSTIN	1939
414	RUSSELL	1939
415	O'BRIEN	1940
416	WALKE	1940
417	MORRIS	1940
418	ROE	1940
419	WAINWRIGHT	1940
420	BUCK	1940

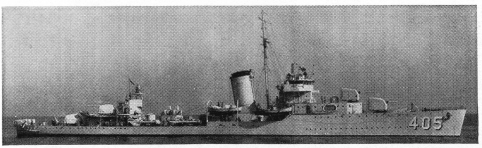


U.S.S. ROE (418) *Official U. S. Navy Photograph*

A new design with rounded lines, 70-tons heavier than the preceding single-stack types. They originally mounted twelve tubes in fours, disposed as in the MAHAN group. The ROE and some of her sisters now carry eight, quadrupled, on the center line. Light armor protects bridges and controls. Anti-aircraft batteries will be augmented. All destroyers are scheduled to receive more 1.1's. Builders: 409-410, Bath; 411-412, Federal; 413-414, Newport News; 415-416, Boston Yard; 417, 419, Norfolk Yard; 418, Charleston Yard; 420, Phila. Yard.

TWELVE BOATS: McCALL (397-408) CLASS OF 1935

No.	Name	First Comm.
397	BENHAM	1939
398	ELLET	1939
399	LANG	1939
400	McCALL	1938
401	MAURY	1938
402	MAYRANT	1939
403	TRIPPE	1939
404	RHIND	1939
405	ROWAN	1939
406	STACK	1939
407	STERETT	1939
408	WILSON	1939

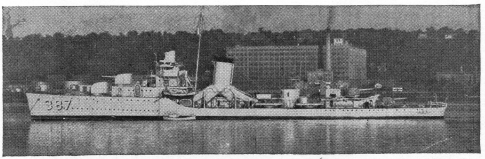


U.S.S. ROWAN (405) *Official U. S. Navy Photograph*

BENHAM (397) of this group broke all records for the trial course off Rockland, Maine—considerably bettering 40-knots. Super heated, high-pressure (650-lbs.) boilers. Twin screws, geared turbines. Range approaches 10,000-seamiles. Funnel varies in some of type. Armament as in CRAVENS, but slightly different rig. Searchlights relocated. Builders: 397-399, Federal, Kearny; 400-401, Bethlehem, San Francisco; 402-403, Boston Yard; 404, Phila. Yard; 405-406, Norfolk Yard; 407, Charleston Yard; 408, Puget Sound Yard.

TEN BOATS: CRAVEN (380, 382, 386-393) CLASS OF 1934

No.	Name	First Comm.
380	GRIDLEY	1937
382	CRAVEN	1937
386	BAGLEY	1937
387	BLUE	1937
388	HELM	1937
389	MUGFORD	1937
390	RALPH TALBOT	1937
391	HENLEY	1937
392	PATTERSON	1937
393	JARVIS	1937

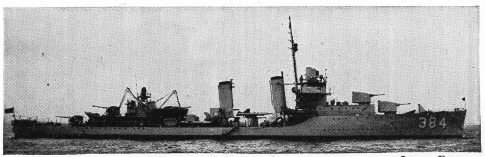


U.S.S. BLUE (387) *Ships & Aircraft*

Mounting sixteen 21-inch Tubes—the most ever fitted in a Destroyer and equalled only in two British Cruisers. Economical high pressure steam-turbines, twin-screws. Hull and machinery similar to MAHAN and DUNLAP types. One less 5-inch gun. Builders: 380-382, Bethlehem, Quincy; 386-388, Norfolk Yard; 389-390, Boston Yard; 391, Mare Island Yard; 392-393, Puget Sound Yard.

TWO BOATS: FANNING (384-385) CLASS OF 1934

No.	Name	First Comm.
384	DUNLAP	1937
385	FANNING	1937



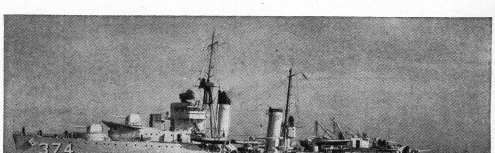
U.S.S. DUNLAP (384) *James Downey*

Two odd sisters. Similar to the MAHAN (384) type but with pole instead of tripod masts. Both built by United Dry Dock Co. at New York. The new FANNING (385) carries the traditions of old "37"—the Destroyer that sank the German U-58 off Queenstown, Ireland, in 1917. One more gun and four tubes less than the CRAVEN (382) type.

DESTROYERS (DD)

SIXTEEN BOATS: MAHAN (364-379) CLASS OF 1933

No.	Name	First Comm.
364	MAHAN	1936
365	CUMMINGS	1936
366	DRAYTON	1936
367	LAMSON	1936
368	FLUSSER	1936
369	REID	1936
370	CASE	1936
371	CONYNGHAM	1936
372	CASSIN	1936
373	SHAW	1936
374	TUCKER	1936
375	DOWNES	1937
376	CUSHING	1936
377	PERKINS	1936
378	SMITH	1936
379	PRESTON	1936

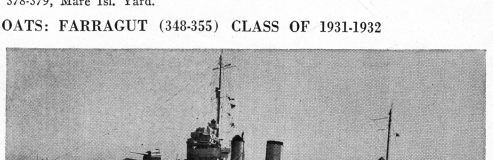


U.S.S. TUCKER (374) *O. A. Tunnell, San Diego*

From one of the larger groups of new destroyers. Tripod foremast, with mainmast abutting second stack. Twelve tubes, quadrupled, and five 5-inch guns. Twin-screws, geared turbines. Several of the type have bettered 40-knots. Cost, average, $3,300,000 without armament. Builders: 364-365, United Dry Dock Corp.; 366-367, Bath Iron Works; 368-369, Federal; 370-371, Boston Yard; 372-373, Phila. Yard; 374-375, Norfolk Yard; 376-377, Puget Sound Yard; 378-379, Mare Isl. Yard.

EIGHT BOATS: FARRAGUT (348-355) CLASS OF 1931-1932

No.	Name	First Comm.
348	FARRAGUT	1934
349	DEWEY	1934
350	HULL	1935
351	MacDONOUGH	1935
352	WORDEN	1935
353	DALE	1935
354	MONAGHAN	1935
355	AYLWIN	1935

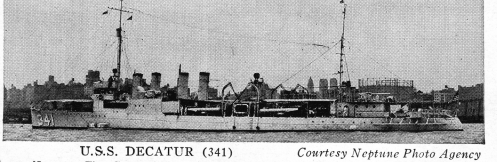


U.S.S. DALE (353) *Official U. S. Navy Photograph*

The first post-war design, mounting five 5-inch guns and carrying the first quadruple sets of tubes fitted in a U.S. type. Number 3 gun abaft second funnel. Double break to forecastle. Geared turbines, twin-screws. Credited with a cruising range of 6,000 miles. Builders: 348, Bethlehem, Quincy; 349, Bath Iron Works; 350, 353, New York Yard; 351, 354, Boston Yard; 352, Puget Sound Yard; 355, Philadelphia Yard.

67 BOATS: 186-347 CLASS OF 1917-1918, INCLUDING 20 CLASSED AS AUXILIARIES

No.	Name	First Comm.
186	CLEMSON (AVD-4)	1919
187	DAHLGREN (1)	1920
188	GOLDSBOROUGH (AVD5)	1920
189	SEMMES (1)	1920
196	G.E.BADGER (AVD-3)	1920
199	DALLAS	1920
206	CHANDLER	1919
207	SOUTHARD	1919
208	HOVEY	1919
209	LONG	1919
210	BROOME	1919
211	ALDEN	1919
213	BARKER	1919
214	TRACY (DM-19)	1920
215	BORIE	1920
216	J. D. EDWARDS	1920
217	WHIPPLE	1920
218	PARROTT	1920
219	EDSALL	1920
220	MacLEISH	1920
221	SIMPSON	1920
222	BULMER	1920
223	McCORMICK	1920
224	STEWART	1920
225	POPE	1920
226	PEARY	1920
227	PILLSBURY	1920
228	J. D. FORD	1920



U.S.S. DECATUR (341) *Courtesy Neptune Photo Agency*

No.	Name	First Comm.
229	TRUXTUN	1921
230	PAUL JONES	1921
231	HATFIELD	1920
232	BROOKS	1920
233	GILMER	1920
234	FOX	1920
235	KANE	1920
236	HUMPHREYS	1920
237	McFARLAND (AVD-14)	1920
239	OVERTON	1920
240	STURTEVANT	1920
241	CHILDS (AVD-1)	1920
242	KING	1920
243	SANDS	1920
244	WILLIAMSON (AVD-2)	1920
245	REUBEN JAMES	1920
246	BAINBRIDGE	1921
247	GOFF	1921
248	BARRY	1920
249	HOPKINS	1921
250	LAWRENCE	1920
251	BELKNAP (AVD-8)	1919
255	Os. INGRAM (AVD-9)	1919
260	GILLIS (AVD-12)	1919
266	GREENE (AVD-13)	1919
267	BALLARD (AVD-10)	1919
270	THORNTON (AVD-11)	1919
336	LITCHFIELD	1920
337	ZANE	1920
338	WASMUTH	1921
339	TREVER	1922
340	PERRY	1922
341	DECATUR	1922
342	HULBERT (AVD-6)	1920
343	NOA (2)	1921
344	W.B.PRESTON (AVD-7)	1920
345	PREBLE (DM-20)	1920
346	SICARD (DM-21)	1920
347	PRUITT (DM-22)	1920

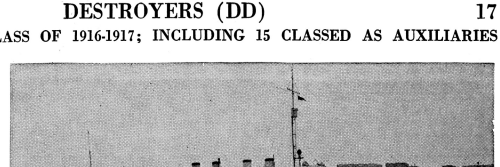
Representing 156 flush-deckers. Eighty-nine of the type have been stricken from the Register including twenty that now fly the British White Ensign. Six boats (200-205) were not built. None were commissioned before the Armistice. All originally carried twelve-tubes, tripled. Gun armament varied. Few reached their designed speed of 35-knots on trial. Endurance: 5,000-miles at cruising speed. All 1916-1918 destroyers (75-347) had geared turbines driving twin-screws.

AVD: Seaplane Tenders. (1) Experimental Vessels. DM: Light Minelayers. (2) NOA carries one seaplane. Note: Sixteen Destroyers have been converted into Fast Minesweepers (DMS); only four names available.

BUILDERS, all flush-decked destroyers: 69, 93-94, 136-141, 336-341, Mare Island; 70, 342-344, Norfolk Navy Yard; 71, Seattle D. D. Co.; 72-73, 113-118, 142-156, 206-230, Cramp; 74-78, 131-134, 345-347, Bath Iron Works; 79-86, 95-102, 161-170, 251-260, Bethlehem, Fore River; 87-92, 103-112, 171-180, 296-335, Beth. (Union Iron Works) San Francisco; 119-124, 181-205, Newport News; 125-130, 157-160, 231-250, N.Y.S.B. Corp., Camden; 135 Charleston Navy Yard; 261-295, Bethlehem, Squantum.

51 BOATS: 75-185 CLASS OF 1916-1917; INCLUDING 15 CLASSED AS AUXILIARIES

No.	Name	First Comm.
79	LITTLE (1)	1918
82	GREGORY (1)	1918
83	STRINGHAM (1)	1918
85	COLHOUN (1)	1918
90	MCKEAN (1)	1919
103	SCHLEY	1918
106	CHEW	1918
109	CRANE	1919
113	RATHBURNE	1918
114	TALBOT	1918
115	WATERS	1918
116	DENT	1918
117	DORSEY	1918
118	LEA	1918
119	LAMBERTON (2)	1918
121	MONTGOMERY(DM-17)	1918
122	BREESE (DM-18)	1918
123	GAMBLE (DM-15)	1918
124	RAMSAY (DM-16)	1918
125	TATTNALL	1919
126	BADGER	1919
128	BABBITT	1919
130	JACOB JONES	1919
136	BOGGS (2)	1918
137	KILTY	1918
138	KENNISON	1919
139	WARD	1918



U.S.S. LEARY (158) *Courtesy Neptune Photo Agency*

No.	Name	First Comm.
141	HAMILTON	1919
142	TARBELL	1918
144	UPSHUR	1918
145	GREER	1918
146	ELLIOT	1919
147	ROPER	1919
148	BRECKINRIDGE	1919
149	BARNEY	1919
150	BLAKELEY	1919
151	BIDDLE	1919
152	DU PONT	1919
153	BERNADOU	1919
154	ELLIS	1919
155	COLE	1919
156	J. F. TALBOT	1919
157	DICKERSON	1919
158	LEARY	1919
159	SCHENCK	1919
160	HERBERT	1919
161	PALMER (DMS)	1919
164	CROSBY	1919
178	HOGAN (DMS)	1919
179	HOWARD (DMS)	1920
180	STANSBURY (DMS)	1920

(1): Fast Transports (APD). (2): Mobile Targets (AG). DM: Light Minelayers. DMS: Fast Minesweepers.

One of 111. Thirty-three saw active World War Service. Six others commissioned before the Armistice. They had tall mainmasts when first corvted and displaced 1,060-tons. Four Veterans of 1918 were among the 27 turned over to the Royal Navy in 1940, the WICKES, PHILIP, SIGOURNEY and ROBINSON.

TWO OLDER DESTROYERS OF 1914-1915; ONE CLASSED AS AN AUXILIARY

One 69-74 Type of 1915

No.	Name	First Comm.
74	MANLEY	1915

One 63-68 Type of 1914

No.	Name	First Comm.
66	ALLEN	1917

Two Bath-built Veterans of Queenstown and Brest. Now a two-stacked Fast Transport, the MANLEY is equipped to carry a Marine Landing Force. The four-stacked ALLEN, sole survivor of the pre-war Black Flotilla, has returned to service after 18-years in Reserve. She has a high-recessed forecastle and waist-mounted guns. Geared turbines drive twin screws in both vessels.

FIFTY DESTROYERS TRANSFERRED TO GREAT BRITAIN IN EXCHANGE FOR BASE-RIGHTS, SEPTEMBER 1940 (From Information Supplied by the British Naval Attache, Washington)

No.	Former U.S.S.	Now H.M.S.
70	CONWAY (1)	LEWES
72	CONNER	LEEDS
73	STOCKTON	LUDLOW
75	WICKES	MONTGOMERY
76	PHILIP	LANCASTER
78	EVANS	MANSFIELD
81	SIGOURNEY	NEWPORT
88	ROBINSON	NEWMARKET
89	RINGGOLD	NEWARK
93	FAIRFAX	RICHMOND
108	WILLIAMS	ST. CLAIR (2)
127	TWIGGS	LEAMINGTON
131	BUCHANAN	CAMPBELTOWN
132	AARON WARD	CASTLETON
133	HALE	CALDWELL
134	CROWNINSHIELD	CHELSEA
135	TILLMAN	WELLS
140	CLAXTON	SALISBURY
143	YARNALL	LINCOLN
162	THATCHER	NIAGARA (2)
167	COWELL	BRIGHTON
168	MADDOX	GEORGETOWN
169	FOOTE	ROXBOROUGH
170	KALK	HAMILTON
175	MACKENZIE	ANNAPOLIS (2)
181	HOPEWELL	BATH
182	THOMAS	ST. ALBANS
183	HARADEN	COLUMBIA (2)
184	ABBOT	CHARLESTON
185	DORAN (3)	ST. MARYS
190	SATTERLEE	BELMONT
191	MASON	BROADWATER
192	A. P. UPSHUR	CLARE
194	HUNT	BROADWAY
195	W. C. WOOD	CHESTERFIELD
197	BRANCH	BEVERLY
198	HERNDON	CHURCHILL
252	MCCOOK	ST. CROIX
253	MCCALLA	STANLEY
254	RODGERS	SHERWOOD
256	BANCROFT	ST. FRANCIS (2)
257	WELLES	CAMERON
258	AULICK	BURNHAM
263	LAUB	BURWELL
264	MCLANAHAN	BRADFORD
265	EDWARDS	BURTON
268	SHUBRICK	RIPLEY
269	BAILEY	READING
273	SWASEY	ROCKINGHAM
274	MEADE	RAMSEY

(1): Formerly the CRAVEN (DD70). (2): Canadian Manned. (3): Formerly the BAGLEY (DD185).

104 FLUSH DECKED DESTROYERS: SOLD, SCRAPPED OR WRECKED

No.	Name	Stricken in
69	CALDWELL	1936
71	GWIN	1937
77	WOOLSEY (A)	1921
80	KIMBERLY	1937
84	DYER	1936
86	STEVENS	1936
87	MCKEE	1936
91	HARDING	1936
92	GRIDLEY	1937
94	TAYLOR	1936
95	BELL	1937
96	STRIBLING (DM-1)	1936
97	MURRAY (DM-2)	1936
98	ISRAEL (DM-3)	1937
99	LUCE (DM-4)	1936
100	MAURY (DM-5)	1930
101	LANSDALE (DM-6)	1937
102	MAHAN (DM-7)	1930
104	CHAMPLIN	1936
105	MUGFORD	1936
107	HAZELWOOD	1935
110	HART (DM-8)	1931
111	INGRAHAM (DM-9)	1936
112	LUDLOW (DM-10)	1930
120	RADFORD	1936
129	DE LONG (A)	1921
163	WALKER	1938
165	MEREDITH	1936
166	BUSH	1936
171	BURNS (DM-11)	1930
172	ANTHONY (DM-12)	1936
173	SPROSTON (DM-13)	1936
174	RIZAL (DM-14)	1931
176	RENSHAW	1936
177	O'BANNON	1936
196	GRAHAM (A)	1921
212	SMITH THOMPSON (A)	1936
238	J. K. PAULDING	1937
259	TURNER	1939
261	DELEHY (A)	1923
262	MCDERMUT	1931
271	MORRIS	1936
272	TINGEY	1936
275	SINCLAIR	1935
276	MCCAWLEY	1930
277	MOODY	1930
278	HENSHAW	1930
279	MEYER	1930
280	DOYEN	1930
281	SHARKEY	1930
282	TOUCEY	1930
283	BRECK	1930
284	ISHERWOOD	1930
285	CASE	1930
286	LARDNER	1930
287	PUTNAM	1930
288	WERDEN	1930
289	FLUSSER	1930
290	DALE	1930
291	CONVERSE	1930
292	REID	1930
293	BALLINGSLEY	1930
294	CHAS. AUSBURN	1930
295	OSBORNE	1930
296	CHAUNCEY (A)	1923
297	FULLER (A)	1923
298	VERDEN	1930
299	J. F. BURNES	1930
300	FARRAGUT	1930
301	SOMERS	1930
302	STODDERT	1935
303	RENO	1930
304	FARQUHAR	1930
305	THOMPSON	1930
306	KENNEDY	1930
307	PAUL HAMILTON	1930
308	WILLIAM JONES	1930
309	WOODBURY (A)	1923
310	S. P. LEE (A)	1923
311	NICHOLAS (A)	1923
312	YOUNG (A)	1923
313	ZEILIN	1930
314	YARBOROUGH	1930
315	LAVALLETTE	1930
316	SLOAT	1935
317	WOOD	1930
318	SHIRK	1930
319	KIDDER	1930
320	SELFRIDGE	1930
321	MARCUS	1935
322	MERVINE	1930
323	CHASE	1930
324	ROBERT SMITH	1930
325	MULLANY	1930
326	COGHLAN	1930
327	PRESTON	1931
328	LAMSON	1930
329	BRUCE	1931
330	HULL	1930
331	MACDONOUGH	1930
332	FARENHOLT	1930
333	SUMNER	1930
334	CORRY	1930
335	MELVIN	1930

A: Vessel accidently lost. DM: Vessel served as a Light-Minelayer.

SUBMARINES (SS)

All United States Submarines are powered by diesel engines when operating on the surface. Some have diesel-electric drive, others couple direct. Submerged, battery-powered motor-generators drive their twin shafts. Official data on the newer boats has not been released. Some of the figures given here are from foreign sources. At the end of 1940 there were 185 Submarines on the Navy List, including 80 then building.

Type	Number in Class	Displacement		Dimensions			Machinery		Armament		Men
		Surface	Submerged	Length Overall	Beam	Draft	Surface H.P.–Speed	Submerged H.P.–Speed	Guns	Torpedo Tubes	
240–282	43	1,525	*	*	*	*	*	*	*	*	*
218–239	22	1,525	*	*	*	*	*	*	*	*	*
G–1—12	12	1,525	*	*	*	*	*	*	*	*	*
M–1—2	2	800	*	253′ 0″	21′ 6″	11′ 9″	1600=14	* =11	1–3″/50	6–21″	40
T–1—6	6	1,475	*	300′ w.l.	27′ 0″	13′ 9″	* =20	* = 9	“	8–21″	55
S–7—16 (new)	10	1,475	*	300′ w.l.	27′ 0″	13′ 9″	* =20	* = 9	“	“	“
S–1— 6 (new)	6	1,450	2,198	298′ w.l.	26′ 0″	14′ 2″	* =20	* = 9	“	“	“
P–5—10	6	1,330	1,998[2]	300′ 6″	25′ 0″	13′10″	* =20	* = 9	“	6–21″	50
P–3—4	2	1,315	1,968	298′ 0″	25′ 0″	13′10″	* =20	* = 9	“	“	“
P–1—2	2	1,310	1,934	301′ 0″	25′ 0″	13′10″	* =20	* = 9	“	“	“
O–1—2	2	1,110[1]	1,650	271′ 9″	24′ 9″	12′10″	3100=17	1600= 8	“	“	45
D–1	1	1,540	2,215	319′ 0″	27′10″	13′ 0″	4250=17	1750= 8	1–4″/50	“	63
N–1—2	2	2,730	3,960	371′ 0″	33′ 3″	15′ 9″	5450=17	2540= 8.5	2–6″/53	“	88
A–1 (Minelayer)	1	2,710	4,080	381′ 0″	33′10″	15′ 4″	3175=14.6	2400= 8	“	4–21″ [3]	86
B–1—3	3	2,000	2,506	341′ 6″	27′ 1″	14′ 7″	6700=18	2400=11	1–5″/51[2]	6–21″	80
S–48	1	1,000	1,458	267′ 0″	21′ 6″	10′11″	2000=14.5	1500=11	1–4″/50	5–21″	38
S–42—47	6	850	1,126	225′ 3″	20′ 6″	15′ 3″	1200=14.5	1500=11	“	4–21″	“
S–1, 18—41	24	800	1,062	219′ 3″	20′ 6″	15′ 1″	1200=14.5	1500=11	“	“	“
S–11—17 (old)	7	790	1,092	231′ 0″	21′ 6″	12′ 6″	2000=15	1200=10.5	“	“ [4]	“
R–1—20	19	530	680	186′ 1″	17′ 6″	13′ 8″	800=13.5	934=10.5	1–3″/50	4–18″	31
O–2—10	8	480	624	172′ 4″	17′ 6″	13′ 3″	880=14.5	740=11	1–3″/23	“	30

(*): No information available. (1): C–2, Surface Displacement, 1120 tons. (2): B–2 has 1–3″/50 gun. (3): A–1 carries 60 mines. (4): S–11 to 13 have 5–21″ Tubes.

FORTY-THREE BOATS (240-282): 1940 EMERGENCY PROGRAM

No.	Name
240	ANGLER
241	BASHAW
242	BLUEGILL
243	BREAM
244	CAVALLA
245	COBIA
246	CROAKER
247	DACE
248	DORADO
249	FLASHER
250	FLIER
251	FLOUNDER
252	GABILAN
253	GUNNEL
254	GURNARD
255	HADDO
256	HAKE
257	HARDER
258	HOE
259	JACK
260	LAPON
261	MINGO
262	MUSKALLONGE
263	PADDLE
264	PARGO
265	PETO
266	POGY
267	POMPON
268	PUFFER
269	RASHER
270	RATON
271	RAY
272	REDFIN
273	ROBALO
274	ROCK
275	RUNNER
276	SAWFISH
277	SCAMP
278	SCORPION
279	SNOOK
280	STEELHEAD
281	SUNFISH
282	TUNNY

Repeat ALBACORES. No data released. Builders: 240-264, Electric Boat Co., Groton, Conn.; 265-274, Manitowoc, S. B. Co., Manitowoc, Wisconsin (First Submarines to be built at a Great Lakes Yard); 275-280, Portsmouth Navy Yard; 281-282, Mare Is.

TWENTY-TWO BOATS: ALBACORE (218-239) CLASS OF 1940

No.	Name
218	ALBACORE
219	AMBERJACK
220	BARB
221	BLACKFISH
222	BLUEFISH
223	BONEFISH
224	COD
225	CERO
226	CORVINA
227	DARTER
228	DRUM
229	FLYING FISH
230	FINBACK
231	HADDOCK
232	HALIBUT
233	HERRING
234	KINGFISH
235	SHAD
236	SILVERSIDES
237	TRIGGER
238	WAHOO
239	WHALE

Reported to be large ocean-going boats, duplicates of the 1,525-ton “G’s.” No official data available. Builders: 218-227, Electric Boat; 228-235, Portsmouth Yard; 236-239, Mare Island Yard. Orders for many of the smaller “M-type” Coastal Submarines may be placed shortly.

TWELVE BOATS: “G” TYPE OF 1939-1940

No.	Name
206	GAR
207	GRAMPUS
208	GRAYBACK
209	GRAYLING
210	GRENADIER
211	GUDGEON
212	GATO
213	GREENLING
214	GROUPER
215	GROWLER
216	GRUNION
217	GUARDFISH

No data beyond surface-tonnage released. The first six will complete during 1941. Builders: 206-208, 212-217, Electric Boat; 209-210, Portsmouth; 211, Mare Island.

TWO BOATS: “M” CLASS OF 1939

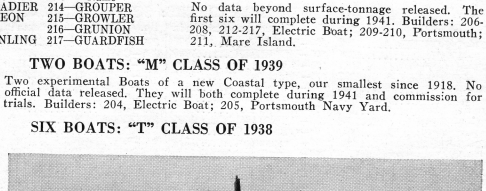
No.	Name	First Comm.
204	MACKEREL	1941
205	MARLIN	1941

Two experimental Boats of a new Coastal type, our smallest since 1918. No official data released. They will both complete during 1941 and commission for trials. Builders: 204, Electric Boat; 205, Portsmouth Navy Yard.

SIX BOATS: “T” CLASS OF 1938

No.	Name	First Comm.
198	TAMBOR	1940
199	TAUTOG	1940
200	THRESHER	1940
201	TRITON	1940
202	TROUT	1940
203	TUNA	1941

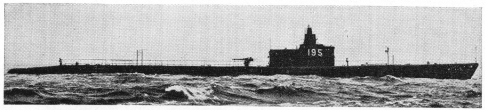
The first of the new “T’s” at sea on her trials. All six will join the Fleet during 1941. Reported to carry eight tubes, four bow and four stern. The “G’s” and ALBACORES may carry ten. Builder: 198-200, Electric Boat; 201-202, Portsmouth; 203, Mare Island. All United States Submarines are painted Black and now carry their Serial-Numbers on bows and conning towers. The old Class Letters were discarded during 1939.



U.S.S. TAMBOR (198) *Official U.S.Navy Photograph*

TEN BOATS: NEW "S" TYPE OF 1936-1937

No.	Name	Commissioned
188	SARGO	S -7 1939
189	SAURY	S -8 1939
190	SPEARFISH	S -9 1939
191	SCULPIN	S-10 1939
192	SAILFISH	S-11 1939
193	SWORDFISH	S-12 1939
	Four of 1937	
194	SEADRAGON	S-13 1939
195	SEALION	S-14 1939
196	SEARAVEN	S-15 1939
197	SEAWOLF	S-16 1939



U.S.S. SEALION (195) *Official U. S. Navy Photo*

Representing ten "Later S-Boats." They differ from the 182-187 group. New conning-towers, heavier periscope housings. The SEALION and her sisters have eight tubes, four bow and four stern. Surface endurance: 15,000-miles. Builders: 188-190, 194-195, Electric Boat; 191-192, 196-197, Portsmouth; 193, Mare Island. The SQUALUS (192) foundered on May 23, 1939. Salved, she commissioned as the SAILFISH on April 15, 1940.

SIX BOATS: NEW "S" TYPE OF 1935

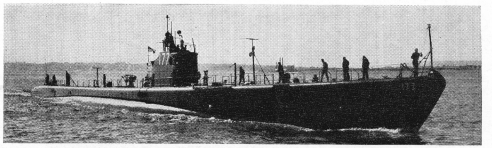
No.	Name	Commissioned
182	SALMON	S -1 1938
183	SEAL	S -2 1938
184	SKIPJACK	S -3 1938
185	SNAPPER	S -4 1937
186	STINGRAY	S -5 1938
187	STURGEON	S -6 1938

U.S.S. STURGEON (187) *O. A. Tunnell, San Diego*

The 187 at San Diego, Home Port of the Battle Force Submarines. The newest ocean-going types are assigned to Squadron Six, operating with the Battle Fleet. The STURGEON type have eight tubes, two more than any of the preceding classes. One 3-inch gun. Builders: 182-184, Electric Boat; 185-186, Portsmouth; 187, Mare Island.

TEN BOATS: "P" TYPES OF 1933-1934

No.	Name	Commissioned
172	PORPOISE	P -1 1935
173	PIKE	P -2 1935
174	SHARK	P -3 1936
175	TARPON	P -4 1936
	Six of 1934	
176	PERCH	P -5 1936
177	PICKEREL	P -6 1937
178	PERMIT	P -7 1937
179	PLUNGER	P -8 1936
180	POLLACK	P -9 1937
181	POMPANO	P-10 1937

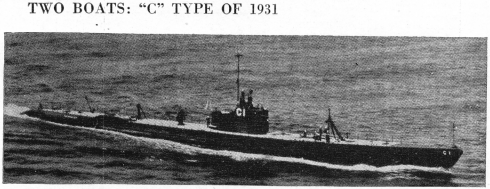


U.S.S. PICKEREL (177) *O. A. Tunnell, San Diego*

Now with the Asiatic Fleet. Six "P-Boats" reinforced Squadron Five during 1940. There are three distinct types in this group, varying in size and displacement. Note that the SHARK and TARPON are "P"s". All ten have six 21-inch tubes, four bow and two stern, and mount one 3-inch gun. Builders: 172-173, 179-180, Portsmouth Navy Yard; 174-178, Electric Boat Co.; 181, Mare Island Navy Yard.

TWO BOATS: "C" TYPE OF 1931

No.	Name	First Comm.
170	CACHALOT (C-1)	1933
171	CUTTLEFISH (C-2)	1934

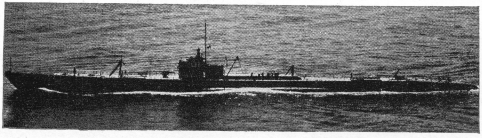


U.S.S. CACHALOT (170) *Official U. S. Navy Photo*

Smallest of the "V-Boats," ten-tons lighter than her sister. The "C's" have six-tubes, four bow and two stern. One 3-inch gun. Builders: 170 (V-8), Portsmouth; 171 (V-9), Electric Boat.

ONE BOAT: "D" TYPE OF 1929

No.	Name	First Comm.
169	DOLPHIN (D-1)	1932



U.S.S. DOLPHIN (169) *Official U. S. Navy Photo*

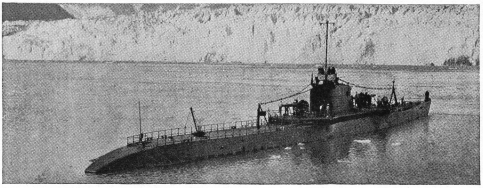
From Squadron Four, Pearl Harbor. The DOLPHIN and the three big "V's" form the Twelfth Division. She mounts her 4-inch gun forward. Tubes as in the "C's." Builder: 169 (V-7), Portsmouth.

SUBMARINES (SS)

TWO BOATS: "N" TYPE OF 1925

No.	Name	First Comm.
167	NARWHAL (N-1)	1930
168	NAUTILUS (N-2)	1930

One of the world's largest submarines. Only two are larger, our ARGONAUT and the French SURCOUF (Free French). The "N's" have two 6-inch guns and six tubes, four bow and two stern. Builders: 167 (V-5), Portsmouth; 168 (V-6), Mare Island.



U.S.S. NARWHAL (167) *Courtesy "Our Navy"*

ONE MINELAYING BOAT: "A" TYPE OF 1924

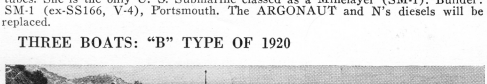
No.	Name	First Comm.
SM-1	ARGONAUT (A-1)	1928

Appearance as NARWHAL. Carries 60 mines. Minelaying-gear aft, four bow tubes. She is the only U. S. Submarine classed as a Minelayer (SM-1). Builder: SM-1 (ex-SS166, V-4), Portsmouth. The ARGONAUT and N's diesels will be replaced.

THREE BOATS: "B" TYPE OF 1920

No.	Name	First Comm.
163	BARRACUDA (B-1)	1924
164	BASS (B-2)	1925
165	BONITA (B-3)	1926

First of the post-war Fleet Submarines (V - Boats). All three are recommissioning. Appearance may be altered. Four bow, two stern tubes. Builder: Portsmouth (N. H.) Navy Yard.

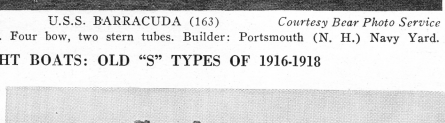


U.S.S. BARRACUDA (163) *Courtesy Bear Photo Service*

THIRTY-EIGHT BOATS: OLD "S" TYPES OF 1916-1918

No.	Name	Com.
105	S-1	1920
123	S-18	1924
125	S-20	1922
126	S-21	1923
127	S-22	1924
128	S-23	1923
129	S-24	1923
130	S-25	1923
131	S-26	1923
132	S-27	1924
133	S-28	1923
134	S-29	1924
135	S-30	1920
136	S-31	1923
137	S-32	1923
138	S-33	1922
139	S-34	1923
140	S-35	1923
141	S-36	1923
142	S-37	1923
143	S-38	1923
144	S-39	1923
145	S-40	1923
146	S-41	1924

No.	Name	Com.
	Seven of 790-Tons	
116	S-11	1923
117	S-12	1923
118	S-13	1923
119	S-14	1921
120	S-15	1921
121	S-16	1920
122	S-17	1921
	Six of 850-Tons	
153	S-42	1924
154	S-43	1924
155	S-44	1925
156	S-45	1925
157	S-46	1925
158	S-47	1925
	One of 1,000-Tons	
159	S-48	1922

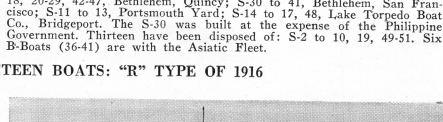


U.S.S. S-22 (127) *Ships & Aircraft*

This class includes four types. They range between 790 and 1,000-tons in surface displacement and vary considerably in appearance and performance. The "127" represents the most numerous group, twenty-four 800-tonners. See table for details. All four types were designed for deep diving and are well protected against depth charge attack. Builders: S-1, 18, 20-29, 42-47, Bethlehem, Quincy; S-30 to 41, Bethlehem, San Francisco; S-11 to 13, Portsmouth Yard; S-14 to 17, 48, Lake Torpedo Boat Co., Bridgeport. The S-30 was built at the expense of the Philippine Government. Thirteen have been disposed of: S-2 to 10, 19, 49-51. Six B-Boats (36-41) are with the Asiatic Fleet.

NINETEEN BOATS: "R" TYPE OF 1916

No.	Name	Com.
78	R- 1	1918
79	R- 2	1919
80	R- 3	1919
81	R- 4	1919
82	R- 5	1919
83	R- 6	1919
84	R- 7	1919
86	R- 9	1919
87	R-10	1919
88	R-11	1919
89	R-12	1919
90	R-13	1919
91	R-14	1919
92	R-15	1918
93	R-16	1918
94	R-17	1918
95	R-18	1918
96	R-19	1918
97	R-20	1918



U.S.S. R-11 (88) *Courtesy Neptune Photos*

One of six attached to the Submarine School, New London. Thirteen others, long in Reserve, have been ordered into service. They have four bow tubes and carry eight 18-inch torpedoes. Surface endurance: 3,700-miles at 10-knots. Submerged: 100 at 10. All nineteen were Bethlehem-built. Scrapped: R-8, 21-27.

EIGHT BOATS: "O" TYPE OF 1915

No.	Name	Com.
63	O- 2	1918
64	O- 3	1918
65	O- 4	1918
67	O- 6	1918
68	O- 7	1918
69	O- 8	1918
70	O- 9	1918
71	O-10	1918

Our oldest and smallest submarines. Out of commission since 1930, they are reconditioning at East Coast Navy Yards. Four bow tubes; eight 18-inch torpedoes. Builders: O-2, Puget Sound Yard; others Bethlehem. Eight have been disposed of; O-1, 5, 11-16.

One-hundred Minecraft of divers types and sizes were purchased or ordered during 1940 . . . near-tripling the Force. Another 190 have been authorized . . . to be built immediately. Additional Trawlers and other craft suitable for conversion are in process of acquisition. Sweeper Bases and Mine Depots again dot both Coasts. The Submarine ARGONAUT carries 60 mines. Cruisers and sundry auxiliaries carry them on occasion. The larger Seaplanes and Amphibians can carry and lay a small number of mines. Army Mine Planters are based at the more important ports, laying and maintaining electrically controlled mine-fields within the harbor lines.

Name	Type and Serial Number	Standard Tonnage	Dimensions			Machinery		Armament		Mines	Men
			Length Overall	Beam	Mean Draft	Horsepower	Speed	Main	Anti-Aircraft		
TERROR Class	CM 5–7	6,000	*	*	*	*	25.0	* 5″/ *	*	*	*
OGLALA Class	CM 3–4	4,200	386′ 7″	52′ 2″	15′ 7″	7,000	20.0	1–5″/51	2–3″/50	300	350
TRACY Class	DM19–22	1,190	314′ 4″	30′ 8″	9′ 0″	25,000	35.0	4–4″/50	1–3″/23	80	122
GAMBLE Class	DM15–18	1,160	"	30′ 6″	9′ 3″	"	"	"	"	"	"
RAVEN Class	AM55–65	700	220′ 0″	*	*	*	18.0	*	*	None	*
"BIRD" Class	AM 1–54	840	187′ 10″	35′ 5″	8′ 10″	1,400	14.0	2-3″/50AA	*	None	72

MINELAYERS (CM)

THREE SHIPS: TERROR CLASS OF 1938-1940

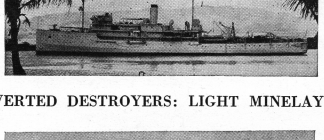
5—TERROR.....Bldg.
6—Unnamed.....Bldg.
7—Unnamed.....Bldg.

Replacements for the old CM's. The TERROR is building at the Philadelphia Yard, the others at Portland, Oregon. No details beyond speed and tonnage available. They will be smaller than the British Cruiser-Minelayer ADVENTURE.

TWO SHIPS: OGLALA CLASS, PURCHASED 1917

No. Name First Comm.
3—AROOSTOOK.....1917
4—OGLALA.....1917

AROOSTOOK has two funnels. Otherwise as OGLALA. Both were completed in 1908 as passenger vessels. They have twin screws and triple-expansion machinery.



Two of nine American Minelayers that planted 56,580 mines between Scotland and Norway during 1918, the North Sea Mine Barrage. The OGLALA, based at Pearl Harbor, is the Flagship of Minecraft, Battle Force.

U.S.S. OGLALA
Tai Sing Loo, Honolulu

EIGHT CONVERTED DESTROYERS: LIGHT MINELAYERS (DM)

186-347 Type

No. Name Converted In
19—TRACY....(ex-214) 1937
20—PREBLE...(ex-345) 1937
21—SICARD...(ex-346) 1937
22—PRUITT...(ex-347) 1937

75—185 Type

15—GAMBLE...(ex-123) 1930
16—RAMSAY...(ex-124) 1930
17—MONTGOMERY (ex-121) 1931
18—BREESE....(ex-122) 1931

Converted flush-deckers, four from each series. Torpedo-tubes removed, mine-tracks installed. The 19 to 22 form Mine Division One; the others form Division Five. Note Insignia on MONTGOMERY's bows.

U.S.S. MONTGOMERY
W. T. Larkins

MINESWEEPERS

SIXTEEN CONVERTED DESTROYERS: FAST MINESWEEPERS (DMS)

All details restricted. Twelve of their names have not been announced. Forty-five flush-deckers were classed as "special types" on December 1, 1940. As new destroyers join the active formations additional wartime boats will be converted into auxiliaries. Few pictures of recently converted boats have been released.

ELEVEN MINESWEEPERS (AM): RAVEN CLASS (55-65) OF 1938-1940

No. Name First Comm.
55—RAVEN.....1940
56—OSPREY.....1940
57—AUK.....Bldg.
58—BROADBILL.....Bldg.
59—CHICKADEE.....Bldg.
60—NUTHATCH.....Bldg.
61—PHEASANT.....Bldg.
62—SHELDRAKE.....Bldg.
63—SKYLARK.....Bldg.
64—STARLING.....Bldg.
65—SWALLOW.....Bldg.

Our new Fleet Minesweepers. Few details available; no photographs released. Thirty-two additional boats of the type are authorized. Another eighteen of a 165-foot type will soon be ordered. Builders, 55-65: 55-57, Norfolk Yard; 58-61, Defoe, Bay City; 62-65, General, Alameda.

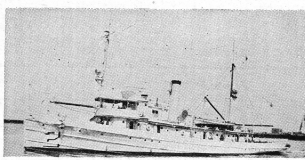
FIFTEEN MINESWEEPERS (AM): CONVERTED TRAWLERS, PURCHASED 1940

No. Name Former Name
*—BULLFINCH.....Villanova
*—CARDINAL.....Jeanne D'Arc
*—CATBIRD.....Bittern
*—CURLEW.....Kittiwake
*—FLICKER.....Delaware
*—ALBATROSS.....Illinois
*—BLUEBIRD.....Maine
*—GRACKLE.....Notre Dame
*—GULL.....Boston College
*—KITE.....Holy Cross
*—LINNET.....Georgetown
*—GOLDFINCH.....Fordham
*—GOLDCREST.....Shawmut
*—CHAFFINCH.....Trimount
*—ROAD RUNNER...Treasure Island

Fourteen were purchased from Down East Fisheries. They displace 229 to 335 tons. The 108-ton ROAD RUNNER hails from Tacoma. Built for deep-sea trawling, they make excellent off-shore mineseweepers. All are diesel-powered and now carry the Minecraft Insignia. Numbers 66-80 assigned; sequence unannounced.

FORTY-ONE BOATS: "BIRD" CLASS (1-54) OF 1917—FIFTEEN NOW RECLASSIFIED

No.	Name	First Comm.
2	OWL	1918
3	ROBIN	1918
5	TANAGER	1918
7	ORIOLE	1918
9	FINCH	1918
13	TURKEY	1918
14	WOODCOCK	1919
15	QUAIL	1919
16	PARTRIDGE	1919
17	EIDER	1919
20	BOBOLINK	1919
21	LARK	1919
24	BRANT	1918
25	KINGFISHER	1918
26	RAIL	1918
30	SEAGULL	1919
31	TERN	1919
33	PENGUIN	1918
35	WHIPPOORWILL	1919
36	BITTERN	1919
40	CORMORANT	1919
43	GREBE	1919
46	PEACOCK	1919
52	VIREO	1919
53	WARBLER	1919
54	WILLET	1916



U.S.S. OWL (2) *Courtesy Neptune Photos*

Some saw active service in 1918 - 1919 removing mines that blocked the U-Boats' northern exit from the North Sea. Eight boats of the type are no longer on the Register, four (4, 6, 8 and 37) wrecked or lost and four transferred to other Gov't Departments (29, 32, 38 and 48). Five were not built (11, 12, 42, 49 and 50).

Single-screw, reciprocating engines. Few have their assigned batteries aboard. The OWL (2) has been serving as Seaplane-Tender but has not been reclassified.

NINE BOATS NOW CLASSED AS SEAPLANE TENDERS (AVP)

No.	Name	First Comm.	No.	Name	First Comm.	No.	Name	First Comm.
1	LAPWING	(ex- 1) 1918	4	AVOCET	(ex-19) 1918	7	SWAN	(ex-34) 1919
2	HERON	(ex-10) 1918	5	TEAL	(ex-22) 1918	8	GANNET	(ex-41) 1919
3	THRUSH	(ex-18) 1919	6	PELICAN	(ex-27) 1918	9	SANDPIPER	(ex-51) 1919

SIX BOATS SERVING AS SUBMARINE RESCUE VESSELS (ASR)

1	WIDGEON	(ex-22) 1918	3	CHEWINK	(ex-39) 1919	5	ORTOLAN	(ex-45) 1919
2	FALCON	(ex-28) 1918	4	MALLARD	(ex-44) 1919	6	PIGEON	(ex-47) 1919

34 COASTAL MINESWEEPERS (AMc): CONVERTED TRAWLERS, PURCHASED 1940

No.	Name	Former Name
*	PIPIT	Spartan
*	MAGPIE	City of San Pedro
*	PLOVER	Sea Rover
*	GOSHAWK	Penobscot
*	KESTREL	Chanco
*	HEATH HEN	Noreen
*	BUNTING	Vagabond
*	COCKATOO	Vashon
*	CROSSBILL	North Star
*	LONGSPUR	New Ambassador
*	SANDERLING	New C. di Savoia
*	GROUSE	New Bol
*	HORNBILL	J. A. Martinoloch
*	CONDOR	New Example
*	WAXBILL	L. J. Fulton
*	CHATTERER	Sea Breeze
*	PINTAIL	Three Star
*	NIGHTINGALE	Majestic
*	GROSBEAK	Del Rio
*	CROW	Jadran
*	KILLDEER	Vindicator
*	FLAMINGO	H. N. Eldridge
*	BLUEJAY	Charles S. Ashley
*	EGRET	Julia Eleanor
*	CANARY	John G. Murley
*	HUMMING BIRD	Whaling City
*	FRIGATE BIRD	Star of San Pedro
*	MOCKING BIRD	Rio Douro
*	PUFFIN	Mary Jane
*	REED BIRD	Fearless
*	SPARROW	Pacific
*	COURSER	Nancy Rose
*	FIRECREST	S. C. Guiseppe
*	PARRAKEET	Jackie Sue

Mainly diesel-powered Tuna Clippers from West Coast Ports, the AMc's displace an average of 115-tons. Thirty-five were purchased. One has been reclassified and is now a PYc. Their Serial Numbers have not been announced. Twenty small AMc's are building, numbered 36 to 55, sixteen at small New England Yards, four in Florida. Fifty more are authorized. Four motor-driven Minesweepers of unspecified size are building at City Island, New York: YMS-1 to 4. Ninety of these were included in the latest authorization.

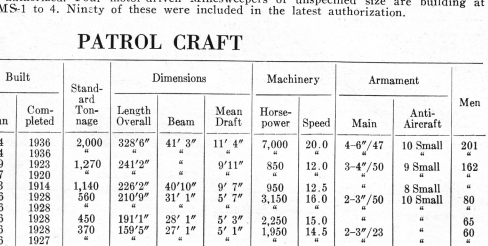
PATROL CRAFT

Name	Type and Serial Number	Built: Begun	Built: Completed	Standard Tonnage	Dimensions: Length Overall	Dimensions: Beam	Dimensions: Mean Draft	Machinery: Horsepower	Machinery: Speed	Armament: Main	Armament: Anti-Aircraft	Men
CHARLESTON(F)	PG 51	1934	1936	2,000	328′6″	41′ 3″	11′ 4″	7,000	20.0	4–6″/47	10 Small	201
ERIE (F)	PG 50	1934	1936	"	"	"	"	"	"	"	"	"
TULSA (F)	PG 22	1919	1923	1,270	241′2″	"	9′11″	850	12.0	3–4″/50	9 Small	162
ASHEVILLE (F)	PG 21	1917	1920	"	"	"	"	"	"	"	"	"
SACRAMENTO (F)	PG 19	1913	1914	1,140	226′2″	40′10″	9′ 7″	950	12.5	"	8 Small	"
MINDANAO (F)	PR 8	1926	1928	560	210′9″	31′ 1″	5′ 7″	3,150	16.0	2–3″/50	10 Small	80
LUZON (F)	PR 7	1926	1928	"	"	"	"	"	"	"	"	"
OAHU	PR 6	1926	1928	450	191′1″	28′ 1″	5′ 3″	2,250	15.0	"	"	65
TUTUILA	PR 4	1926	1928	370	159′5″	27′ 1″	5′ 1″	1,950	14.5	2–3″/23	"	60
WAKE	PR 3	1926	1927	"	"	"	"	"	"	"	"	"
ISABEL	PY 10	1916	1917	710	245′3″	26′ 0″	8′ 6″	8,400	26.0	2–3″/50	2–3″/23	112

GUNBOATS (PG): TWO ERIE CLASS OF 1933

No.	Name	First Comm.
51	CHARLESTON	1936
50	ERIE	1936

Both have served with the "Banana Fleet" in Central American Waters. They were the largest Patrol Craft permitted by the London Naval Treaty. First ships to mount the 47 - caliber 6 - inch gun. Geared - turbines, twin screws. One-seaplane Aviation Units reorganized, 1939.



U.S.S. ERIE *James Downey*

GUNBOATS (PG)—THREE OF 1911-1918

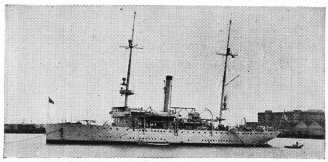
Two of 1916—1918

No.	Name	First Comm.
22	TULSA	1923
21	ASHEVILLE	1920

One of 1911

19	SACRAMENTO	1914

Single-screw geared turbines in first pair. Reciprocating engines in SACRAMENTO. Many of the Coast Guard's vessels are similar to the Navy's Patrol Craft. See Page 42-43.



U.S.S. TULSA *Courtesy Neptune Photos*

Of a once numerous type. The later pair are with the Asiatic Fleet, SACRAMENTO, refitted and converted to burn oil during 1939, is on the East Coast. Five other Gunboats have been classed as Training Vessels, serving with Units of the Organized Naval Reserve on the Great Lakes and at New York. They may re-enter service.

RIVER GUNBOATS (PR)—FIVE OF 1924

Two of 560 Tons

No.	Name	First Comm.
8	MINDANAO	1928
7	LUZON	1928

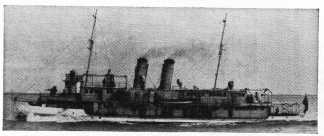
Two of 450 Tons

6	OAHU	1928

Two of 370 Tons

4	TUTUILA	1928
3	WAKE (Ex-Guam)	1927

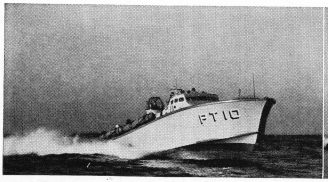
Note: PANAY (PR5) bombed and sunk by Japanese aircraft, December 12, 1937.



U.S.S. WAKE *Official U. S. Navy Photo*

Twin-screwed shallow draught craft, powerful enough to climb the Yangtze's rapids, built to protect American interests in China's interior. All five were built at Shanghai with U. S. materials. The MINDANAO is attached to the South China Patrol; the others form the Yangtze Patrol, normally basing at Hankow, well upriver.

MOTOR TORPEDO BOATS (PT)



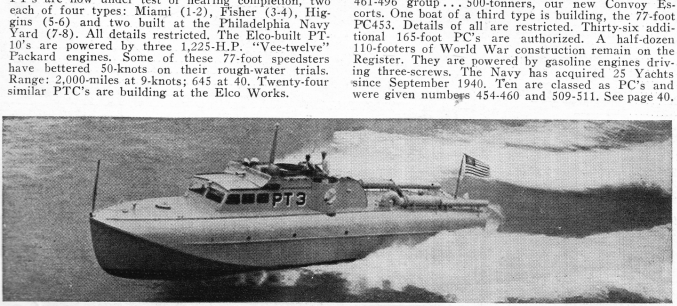
U.S.S. PT-10 *Official U. S. Navy Photo*

The spearhead of the new Mosquito Fleet, formidable and fast, armed with four 18-inch torpedo-tubes and depth-charges . . . capable of humbling the proudest ship afloat. The PT-10 and her sisters (10-32) are near-duplicates of the PT-9, a British-built "sample boat" procured during 1939. Eight American-designed PT's are now under test or nearing completion, two each of four types: Miami (1-2), Fisher (3-4), Higgins (5-6) and two built at the Philadelphia Navy Yard (7-8). All details restricted. The Elco-built PT-10's are powered by three 1,225-H.P. "Vee-twelve" Packard engines. Some of these 77-foot speedsters have bettered 50-knots on their rough-water trials. Range: 2,000-miles at 9-knots; 645 at 40. Twenty-four similar PTC's are building at the Elco Works.

SUBMARINE CHASERS (PC)

U.S.S. PC-450 *Official U. S. Navy Photo*

The first PC to complete since 1919, commissioned on May 6, 1940. Thirteen wooden-hulled sisters follow, the 449 and the later 497-508 group. All are 110-footers, similar to the boats of the old "Splinter Fleet." Thirty more are authorized. Heavier steel-hulled 165-foot PC's are building, the 451, 452 and 461-496 group . . . 500-tonners, our new Convoy Escorts. One boat of a third type is building, the 77-foot PC453. Details of all are restricted. Thirty-six additional 165-foot PC's are authorized. A half-dozen 110-footers of World War construction remain on the Register. They are powered by gasoline engines driving three-screws. The Navy has acquired 25 Yachts since September 1940. Ten are classed as PC's and were given numbers 454-460 and 509-511. See page 40.



U.S.S. PT-3 *Courtesy Builder, Fisher Boat Works, Inc.*

VOUGHT-SIKORSKY SB2U-2 SCOUT-BOMBER (1366) *From a Drawing by Henry Clark*

STATUS OF NAVAL AIRCRAFT, JANUARY 2, 1941

Planes On Hand:	Service Types:	Obsolescent:	Obsolete:	Experimental.	Total
U. S. Navy	1,713	216	367	35	2,331
U. S. Naval Reserve	200	...	23	..	223
Total of Class On Hand	1,913	216	390	35	Grand Total 2,554

As of January 2, 1941, 6,290 naval airplanes were building or on order. Contracts for 1,033 others were pending. During 1941 about 4,000 will be delivered. Included are 1,583 Trainers and 1,221 replacement aircraft to re-equip combat Squadrons now operating obsolescent models. Allowing for losses through the year approximately 6,300 naval airplanes will be in service on January 1, 1942. The present Program provides for a total strength of 16,000 planes and 16,000 pilots.

DESIGNATIONS—NOMENCLATURE

Naval aircraft are divided into classes in accordance with the mission or missions they are designed to perform. The letter "V" signifies a heavier-than-air craft as "Z" signifies a lighter-than-air craft. Airplanes are designated by a group of letters and numbers, as: SB2U-2. The "SB" indicates an airplane of the Scout-Bomber class; the "2" between the letters that it is the second Scout-Bomber model produced by the manufacturer—identified by "U" as Vought-Sikorsky. The last number "2," following the dash, indicates the Series of the Model, in this case the second. The letter "V" is omitted from the designation of individual models but is employed relative to classes (as: 18 VSB's . . . eighteen Scout Bombers) and in abbreviating the names of Squadrons (as: VS-72 . . . Scouting Squadron 72). As naval airplanes are added to the Navy List each is assigned a Serial Number that serves to identify the individual planes of each model (as: SB2U-2 number 1366, above). Serial Numbers run from 0001 to 9999; each run is identified alphabetically. The "A" run, completed during 1935, included World War and earlier models . . . The first ten-thousand naval airplanes. Those now on order fill out the "B" run and we'll shortly enter "C."

AIRCRAFT (HEAVIER THAN AIR) TYPE SYMBOLS

VF.....Fighting
VB.....Bombing
VBF.....Bombing-Fighting (*)
VS.....Scouting
VSB.....Scout-Bombing
VT.....Torpedo
VTB.....Torpedo-Bombing
VP.....Patrol
VPB.....Patrol-Bombing
VPT.....Patrol-Torpedo (*)
VO.....Observation
VOS.....Observation-Scout
VSO.....Scout-Observation
VJ.....Utility
VJR.....Utility-Transport
VR.....Transport (Multi-Engined)
VG.....Transport (Single-Engined)
VN.....Training
VSN.....Scout-Training
VM.....Miscellaneous (Obsolete)
X.....Experimental Prefix
A.....Amphibian

AIRSHIPS (LIGHTER THAN AIR)
See Page 35

RIGID AIRSHIPS
ZRS.....Rigid Scouting (*)
ZRP.....Rigid Patrol (*)
ZRN.....Rigid Training (*)

NON-RIGID AIRSHIPS
ZNO.....Non-Rigid Observation
ZNS.....Non-Rigid Scouting
ZNP.....Non-Rigid Patrol
ZNN.....Non-Rigid Training
ZMC.....Experimental Metal-Clad

KITE BALLOON AND BALLOON
ZKO.....Observation
ZKN.....Training

MANUFACTURERS LETTERS	MANUFACTURERS (1)	LOCATION
A—BREWSTER	Brewster Aeronautical Corp.,	Long Island City, N. Y
A—Atlantic-Fokker (1930)	.....	.....
B—BOEING	Boeing Aircraft Co.	Seattle, Wash.
B—BEECHCRAFT	Beech Aircraft Co.	Wichita, Kan.
C—CURTISS	Curtiss-Wright Corp., St. Louis, Mo., and	Buffalo, N. Y.
D—DOUGLAS	Douglas Aircraft Co., Inc.	Santa Monica, Cal.
E—BELLANCA (1937)	Bellanca Aircraft Corp.	New Castle, Del.
F—GRUMMAN	Grumman Aircraft Engineering Corp.,	Bethpage, L. I.
G—Great Lakes (1935)	.....	.....
H—HALL-ALUMINUM	Hall-Aluminum Aircraft Corp.	Bristol, Pa.
H—STEARMAN-HAMMOND (1937)	Stearman-Hammond Aircraft Corp.,	San Francisco, Cal.
J—NORTH AMERICAN	N. A. Aviation, General Motors Corp.,	Inglewood, Cal.
J—Berliner-Joyce (1934)	.....	.....
J—General (1932)	.....	.....
K—FAIRCHILD (1937)	Fairchild Aircraft Corp.	Hagerstown, Md.
K—KINNER (1935)	Kinner Motors, Inc.	Glendale, Cal.
K—Krieder-Reisner (1934)	.....	.....
K—Keystone (1931)	.....	.....
L—BELL	Bell Aircraft Corp.	Buffalo, N. Y.
L—Loening (1932)	.....	.....
M—MARTIN	Glenn L. Martin Co.	Baltimore, Md.
N—NAVAL AIRCRAFT FACTORY	U. S. Navy Department. . Navy Yard,	Philadelphia, Pa.
O—LOCKHEED	Lockheed Aircraft Corp.	Burbank, Cal.
O—Viking (1936)	.....	.....
P—SPARTAN	Spartan Aircraft Co.	Tulsa, Okla.
P—Pitcairn Autogiro (1931)	.....	.....
Q—STINSON	Stinson Aircraft Corp.	Wayne, Mich.
R—MAXSON-BREWSTER	W. L. Maxson Corp.	New York City, N. Y.
R—RYAN	Ryan Aeronautical Corp.	San Diego, Cal.
R—Ford-Stout (1932)	.....	.....
S—VOUGHT-SIKORSKY (Formerly SIKORSKY)	Division, United Aircraft Corp.	Statford, Conn.
S—STEARMAN	Division, Boeing Aircraft Co.	Wichita, Kan.
T—NORTHROP (Now DOUGLAS)	El Segundo Division, Douglas Co.	Inglewood, Cal.
U—VOUGHT-SIKORSKY (Formerly CHANCE-VOUGHT)	Division, United Aircraft Corp.	Stratford, Conn.
W—WACO (1936)	Waco Aircraft Co.	Troy, Ohio
Y—CONSOLIDATED	Consolidated Aircraft Corp.	San Diego, Cal.
Z—Pennsylvania Autogiro (1935)	.....	.....

(*): None in Service 1940. (1): Year of last contract. Omission of address indicates builder inactive.

UNITED STATES NAVAL AIRCRAFT

HEAVIER-THAN-AIR COMBATANT TYPES

Only models in active operation during 1940 or on order at the end of the year are listed here. The dimensions, weights and performance figures are largely from unofficial sources. Most of the designations, dates and power-plant data have been taken from officially released government documents. Experimental airplanes ordered since July 1, 1940 are omitted. No details have been released on the newer models. Some are severely restricted. Brief descriptions of Utility and Training airplanes will be found on pages 33 to 35.

MODEL TYPE		Manufacturer	Fiscal Year of		Gross Weight (Lbs.)	Dimensions			Power Plant			Performance (*)		
												Speed		
M:Monoplane B:Biplane S:Sesquiplane			First Order	First D'liv-ery		Length	Span	Height	Engines	Type (1) Size	Total H.P.	Top	Cruis-ing	Cruis-ing Range
						FIGHTING (VF)								
XF5F-1	M	Grumman	1938	1940	**	28′ 6″	42′	**	2 Wright	R–1820	2,400	400	***	***
F4F-5	M	Grumman	1941	Bldg.	***	***	***	***	1 **	**	**	***	***	***
XF4F-5	M	Grumman	1940	1941	***	***	***	***	1 **	**	**	***	***	***
F4F-4	M	Grumman	1941	Bldg.	***	***	***	***	1 **	**	**	***	***	***
XF4F-4	M	Grumman	1940	1941	***	***	***	***	1 **	**	**	***	***	***
F4F-3	M	Grumman	1940	1941	6,100	28′ 10″	38′	9′ 3″	1 P. & W.	R–1830	1,200	350	297	1,120
F3F-3	B	Grumman	1939	1940	4,550	23′ 3″	32′	8′ 9″	1 Wright	R–1820	850	270	224	720
F3F-2	B	Grumman	1937	1938	"	"	"	"	1 Wright	R–1820	850	"	"	"
F3F-1	B	Grumman	1936	1937	4,100	"	"	"	1 P. & W.	R–1535	700	240	215	720
F2F-1	B	Grumman	1934	1936	3,790	21′ 5″	28′ 6″	8′ 6″	1 P. & W.	R–1535	650	237	210	750
F2A–3	M	Brewster	1941	Bldg.	***	***	***	***	1 **	**	**	***	***	***
F2A–2	M	Brewster	1940	1941	***	***	***	***	1 Wright	R–1820	1,200	360	***	***
F2A–1	M	Brewster	1938	1940	5,000	21′ 8″	35′	12′	1 Wright	R–1820	950	330	**	1,000
XFL–1	M	Bell	1938	1940	6,500	29′ 9″	"	11′ 5″	1 Allison	V–1710	1,050	400	***	***
XF4U–1	M	Vought-Sikorsky	1938	1940	9,000	30′	40′	**	1 P. & W.	R–2800	1,850	400	***	***
						SCOUT-BOMBING (VSB)								
SB2U–3	M	Vought-Sikorsky	1940	1941	**	**	**	**	1 P. & W.	R–1535	825	***	***	***
SB2U–2	M	Vought-Sikorsky	1938	1939	6,500	34′	42′	9′ 10″	1 P. & W.	R–1535	825	257	227	700
SB2U–1	M	Chance-Vought	1937	1938	"	"	"	"	1 P. & W.	R–1535	825	"	"	"
SBU–2	B	Chance-Vought	1937	1938	5,445	27′ 9″	33′ 3″	10′	1 P. & W.	R–1535	750	205	169	710
SBU–1	B	Chance-Vought	1935	1936	"	"	"	"	1 P. & W.	R–1535	750	208	172	"
XSB2C–1	M	Curtiss	1939	1941	***	***	***	***	1 Wright	XR–2600	1,600	300	***	***
SBC–4	B	Curtiss	1938	1939	6,000	27′ 6″	34′	10′ 7″	1 Wright	R–1820	950	235	197	610
SBC–3	B	Curtiss	1937	1938	"	28′ 1″	"	"	1 P. & W.	R–1535	825	220	190	600
SBN–1	M	Navy Aircraft	1939	1941	**	27′ 10″	39′	7′ 7″	1 Wright	R–1820	950	285	***	***
SB2A–1	M	Brewster	1941	Bldg.	***	***	***	***	1 Wright	R–2600	1,600	***	***	***
XSB2A–1	M	Brewster	1939	1941	***	***	***	***	1 Wright	XR–2600	1,600	300	***	***
SBD–3	M	Douglas	1941	Bldg.	***	***	***	***	1 **	**	**	***	***	***
SBD–2	M	Douglas	1940	1941	***	***	***	***	1 Wright	R–1820	950	***	***	***
SBD–1	M	Douglas	1939	1941	7,400	32′	41′	13′	1 Wright	R–1820	950	***	***	***
						BOMBING (VB)								
BT–1	M	Northrop	1937	1939	7,000	31′ 8″	41′ 6″	13′ 4″	1 P. & W.	R–1535	750	225	190	1,000
BG–1	B	Great Lakes	1934	1935	6,650	28′ 10″	36′	10′ 3″	1 P. & W.	R–1535	750	206	175	860
						TORPEDO-BOMBING (VTB)								
TBD–1	M	Douglas	1936	1938	9,000	35′	50′	15′ 1″	1 P. & W.	R–1830	850	225	190	1,000
TBF–1	M	Grumman	1941	Bldg.	***	***	***	***	1 Wright	R–2600	1,600	***	***	***
XTBF–1	M	Grumman	1940	1941	***	***	***	***	1 Wright	XR–2600	1,600	***	***	***
XTBU–1	M	Vought-Sikorsky	1940	1941	***	***	***	***	1 P. & W.	XR–2800	1,850	***	***	***
						PATROL-BOMBING (VPB)								
PB2Y–2	M	Consolidated	1939	1941	60,000	80′	115′	25′	4 P. & W.	R–1830	4,800	***	***	***
XPB2Y–1	M	Consolidated	1936	1938	58,000	79′	"	26′	4 P. & W.	R–1830	4,200	225	205	5,000
PBY–5	M	Consolidated	1940	1941	30,000	68′	104′	18′	2 P. & W.	R–1830	2,400	***	***	***
XPBY–5A	M	Consolidated	1938	1940	30,500	65′ 3″	"	19′ 9″	2 P. & W.	R–1830	2,100	200	180	4,000
PBY–4	M	Consolidated	1938	1940	30,000	68′	"	17′ 11″	2 P. & W.	R–1830	2,400	***	***	***
PBY–3	M	Consolidated	1937	1939	27,400	65′ 1″	"	"	2 P. & W.	R–1830	2,100	200	180	4,000
PBY–2	M	Consolidated	1937	1938	"	"	"	"	2 P. & W.	R–1830	2,100	"	"	"
PBY–1	M	Consolidated	1935	1937	"	"	"	"	2 P. & W.	R–1830	2,100	"	"	"
P2Y–3	S	Consolidated	1934	1935	24,000	61′ 9″	100′	17′ 3″	2 Wright	R–1820	1,400	140	118	2,650
XPB2M–1	M	Martin	1940	Bldg.	***	***	212′ (*)	***	4 Wright	XR–3350	8,000	***	***	***
XPBM–2	M	Martin	1939	1941	***	***	***	***	2 **	**	**	***	***	***
PBM–1	M	Martin	1938	1941	40,000	77′ 2″	118′	24′	2 Wright	R–2600	3,200	225	200	5,000
XPB5–1	M	Sikorsky	1935	1938	58,000	79′ 3″	124′	27′ 7″	4 P. & W.	R–1830	4,200	225	160	3,600
XPBB–1	M	Boeing	1940	Bldg.	***	***	***	***	2 Wright	XR–3350	4,000	***	***	***
PH–3	B	Hall (C. Gd.)	1939	1940	17,679	51′	72′ 10″	19′ 10″	2 Wright	GR–1820	1,500	153	136	2,300
PH–2	B	Hall (C. Gd.)	1937	1938	16,457	51′ 4″	"	17′ 11″	2 Wright	GR–1820	1,500	167	137	2,067
						SCOUT-OBSERVATION (VSO–VOS)								
SO3C–1	M	Curtiss	1941	Bldg.	***	***	***	***	1 Ranger	V– 770	450	200	***	***
XSO3C–1	M	Curtiss	1938	1940	***	***	***	***	1 Ranger	V– 770	450	200	***	***
SOC–4	B	Curtiss (C. Gd.)	1938	1939	5,290	31′ 8″	36′	13′ 1″	1 P. & W.	R–1340	550	165	133	675
(Same)	B	(As Landplane)	"	"	5,126	26′ 6″	"	10′ 9″	1 "	"	"	168	137	697
SOC–3	B	Curtiss (Navy)	1938	1939	"		(As SOC–4)		1 P. & W.	R–1340	550	"	(As SOC–4)	
SOC–2	B	Curtiss	1937	1938	"	"	"	"	1 P. & W.	R–1340	550	"	"	"
SOC–1	B	Curtiss	1936	1937	"	"	"	"	1 P. & W.	R–1340	550	"	"	"
SON–1	B	Navy Aircraft	1938	1940	"	"	"	"	1 P. & W.	R–1340	550	"	"	"
XSO2U–1	M	Vought-Sikorsky	1938	1940	5,500	36′	38′	**	1 Ranger	V– 770	450	200	***	***
(Same)	M	(As Landplane)	"	"	5,200	34′	"	"	1	"	"	200	***	***
OS2U–3	M	Vought-Sikorsky	1941	Bldg.	***	***	***	***	1 **	**	**	***	***	***
OS2U–2	M	Vought-Sikorsky	1940	Bldg.	***	***	***	***	1 P. & W.	R– 985	450	***	***	***
OS2U–1	M	Vought-Sikorsky	1939	1941	4,764	33′ 10″	36′	15′	1 P. & W.	R– 985	450	190	***	***
(Same)	M	(As Landplane)	"	"	4,542	30′ 1″	"	13′	1 "	"	"	200	***	***

(*): Unofficial. (**): No Information Available. (***): Restricted. (1): R—Radial; V—In Line; XR—Experimental Radial; GR—Geared Radial.
See: Piston Displacement. NOTE; Similar sized engines have varied power ratings. P. & W.: Pratt & Whitney. (C.Gd.): Coast Guard model.

Single-seaters, comparable to the Army's Pursuit craft, tops in gunnery and performance. Primary Mission: Controlling the air over combat areas, destroying enemy spotters and other hostile aircraft; protecting friendly planes and vessels. Secondary Mission: Attacking enemy surface and sub-surface craft, exposed personnel and vital controls with machine-gun fire, light cannon or small bombs. In January 1941 the Navy had some 250 service Fighters on hand, not counting experimental airplanes or those considered obsolete. Another 700-odd were building or on order including 605 provided by the 1940-1941 Emergency Program. Contracts for 324 of the most modern Fighters were pending. Ten Fighting Squadrons were in service, eight attached to Carrier Air Groups and two with the Fleet Marine Force. Each Squadron operates eighteen active Fighters, a Liaison Scout-Bomber and two Utility craft. A fifty-percent reserve provides spares to cover machines undergoing overhaul.

GRUMMAN XF5F-1 (1442) *Grumman Aircraft*

A twin-engined experimental ship that climbs like its "Skyrocket" namesake, literally straight up. The XF5F-1 is powered by two 1,200-H.P. Wright "Cyclones" and has been credited with "450-m.p.h. on the flat." Official figures have not been released. Her armament includes two light cannon and four machine-guns. The Grumman Aircraft Engineering Company is building 500 Navy Fighters. A number of "Skyrockets" may be included.

VOUGHT-SIKORSKY XF4U-1 (1443) *United Aircraft*

A heavy long range Fighter, "The fastest airplane in the United States today." Designed for high-altitude operation, the new Vought out-speeds other models on the upper levels, at 35,000-feet and above. Her 18-cylinder "Double Wasp" develops 2,000-H.P. on take-off though normally rated at 1,850. Performance figures are restricted. The XTBU-1 Torpedo-Bomber may be a three-place modification of the XF4U-1 design.

GRUMMAN F3F-3 (1463) *Official U.S.Navy Photo*

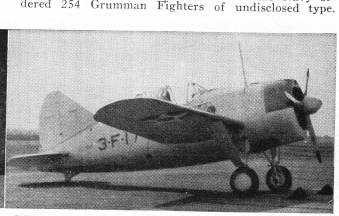
On trial at Anacostia. One plane from each production run is test-flown to the limit, providing data that applies to the entire series. The F3F-3's were the last biplane Fighters supplied to the Navy. Twenty-seven serve with VF-5 on the YORKTOWN. They duplicate 81 F3F-2's of 1937. Both series are powered by Wright "Cyclones" and out-perform the earlier F3F-1's. They climb to 32,000-feet at 3,000-feet per min.

GRUMMAN F4F-3 (1845) *Rudy Arnold Photo*

The Navy's newest Fighter. Seventy-eight F4F-3's are entering service, closely followed by 243 F4F-4's. Most of the biplane Fighters will be replaced during 1941. The new Grummans are heavily armed. Armor protects their pilots and leak-proof gas tanks have been installed. Hundreds are building for Britain, identical to the F4F's. During December 1940 the Navy ordered 254 Grumman Fighters of undisclosed type.

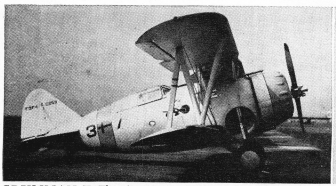
BELL XFL-1 (1588) *Courtesy Bell Aircraft*

The Navy's "Airabonita," a sea-going version of the Army's speedy "Airacobra" Pursuit. Carrier gear replaces the P-39's tricycle gear. Liquid-cooled "Vee" in-line 12-cylinder Allison engines are mounted behind the pilot in both types. Long shafting drives the geared air-screw; a 37-mm gun fires through its hub. Machine guns are carried in the leading edge of the wing. The XFL-1 has been credited with 400-m.p.h. in light condition. Marine Corps stripes adorn her tail.



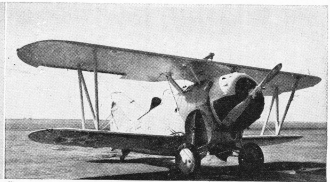
BREWSTER F2A-1 (1389) *Ships & Aircraft*

A stubby little Brewster from Fighting Three. Twelve F2A-1's were delivered during 1939; forty-two others were released to Finland. Improved F2A-2's are replacing those shipped abroad. During late 1940 orders were placed for 108 F2A-3 Fighters and 411 SB2A-1 Scout-Bombers. Details of the later models are restricted. The F2A-1's are credited with 330-m.p.h. in service condition. Similar Brewster "Buffalo" Fighters are building for Britain's R.A.F.



GRUMMAN F3F-1 (0259) *W. T. Larkins*

A white-tailed Grumman from the SARATOGA with VF-3's "Felix" and a Gunnery "E" on its side. Fighting Three has been operating mixed equipment, half Grumman biplanes and half Brewster monoplanes. The 54 F3F-1's of 1936 and the 54 F2F-1's of 1934 are being replaced by newer models. The F3F-1's climb 2,700-feet per minute to a 29,000-foot Service Ceiling. Two fixed machine guns fire forward.

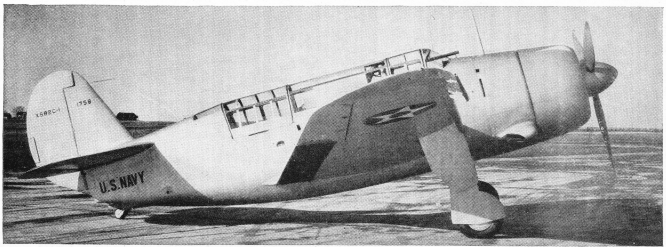


GRUMMAN F2F-1 (A-9647) *W. T. Larkins*

A smaller Grumman with a yellow tail from Fighting Two, the LEXINGTON. Twelve of the "Up-and-At-'em" Outfit's eighteen Fighters are flown by crack Enlisted Pilots. VF-2's Insignia is a Chief Petty Officer's Chevron. The F2F-1's were the first Grumman single-seaters. Older models are performing Training and Utility duties, two-place FF-2's and the almost identical SF-1 Grumman Scouts.

SCOUT-BOMBING TYPES (VSB)

Currently the Navy's largest group of combatant aircraft. About 550 airplanes of the VB-VSB types were in service at the end of 1940. Over 1,100 new Scout-Bombers were building or on order. When operating as Scouts they carry maximum fuel; as Bombers a half-ton of high-explosives. Twelve Carrier-based Squadrons operate Dive Bombers, eight Scouting and four Bombing Outfits. One Scout-Bomber is attached to each Fighting Squadron; another is assigned to each Air Group Commander. Five Marine Corps Scouting and Bombing Units are being equipped with new VSB's. Others serve with the now mobilized Reserve Scouting Squadrons. The expanding Naval Air Force will include Squadrons operating pontooned VSB's.



CURTIS XSB2C-1 Scout-Bomber (1758) *Courtesy Curtiss-Wright Corp.*

A sleek successor to the biplane SBC's with greatly increased speed, range and armament. Bomb loads are fully enclosed to increase performance and armor protects its vitals. A "Twin Cyclone" powers the XSB2C-1. An initial order for 178 SB2C-1's has been announced. Further orders will be filled by the new Curtiss-Wright plant at Columbus, Ohio. Brewster will deliver a similar experimental Scout-Bomber shortly, the XSB2A-1. The Naval Aircraft Factory is building thirty smaller VSB's to an earlier Brewster design, based on the XSBA-1. Photographs of the XSB2A-1 and SBN-1 models have not been released.

VOUGHT-SIKORSKY XSB2U-3 (0779) *Official U.S.N.*

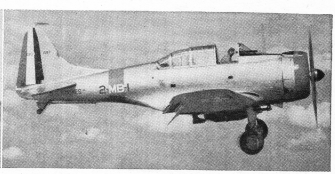
The latest version of the Vought "Corsair" skimming the surface as it roars into flight. Fifty-seven duplicates are building at Stratford. Convertible landplane-seaplanes, the SB2U-3's will be assigned to Fleet Marine Force Scouting Squadrons. Until the LEXINGTON and SARATOGA entered service in 1928 most of the Navy's Torpedo and Scouting planes were equipped with twin pontoons.

VOUGHT-SIKORSKY SB2U-2 (1361) *Rudy Arnold*

A black-tailed "Corsair" from the WASP with a Neutrality Patrol Star decorating its nose. An auxiliary gas-tank hangs from its bomb-rack as when on scouting missions. Over 100 SB2U-monoplanes were purchased in two series, 54 SB2U-1's and 58 SB2U-2's. Identical in most respects, they intermingle in service with four Squadrons: VB-2 (LEX), VB-3 (SARA), VS-41 (RNGR) and VS-72 (WASP).

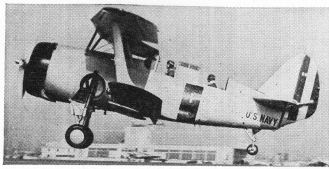
CHANCE-VOUGHT SBU-1 (A-9784) *W. T. Larkins*

A green-tailed Vought from VS-42, the RANGER's Second Scouting Squadron. Both RANGER and WASP, our smaller Carriers, carry two Scouting Squadrons, one of which replaces the Torpedo Unit attached to the four larger vessels. About 100 SBU's remain in operation of 124 purchased: 84 SBU-1's of 1934-35 and 40 SBU-2's of 1937. A modified SBU-biplane with retractable landing gear appeared in 1937 but did not go into production, the XSB3U-1.



DOUGLAS SBD-1 (1597) *Official U. S. Navy Photo*

A brand new Douglas from Marine Bombing Two with a 500-pounder slung under its middle. In landing condition, its perforated flaps are open and its wheels are down. Fifty-odd SBD-1's were ordered during Fiscal 1938. Repeat orders have been placed for 87 SBD-2's and 252 SBD-3's. Performance figures have not been released. The SBD-1 design developed from the BT-1 Dive Bomber (Below) and retains many of its features.



CURTISS SBC-4 (1299) *W. T. Larkins*

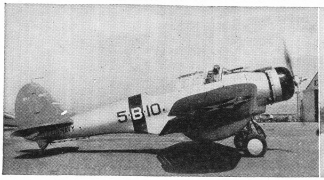
A Reserve SBC-4 coming in for a perfect three-point landing. Most of the 93 Cyclone-powered "Hell Divers" were assigned to the now mobilized Reserve Scouting Squadrons. Some fifty of the original SBC-4's were released to France, shortly before that nation collapsed. At last reports they were at Martinique in the French West Indies. Improved replacements were supplied to the Navy. One Carrier Squadron operates SBC-4's, Scouting Two on the LEXINGTON.

CURTISS SBC-3 (0521) *W. T. Larkins*

Marine Fighting Two's Liaison Scout Bomber, the "2-MF-19." The 83 SBC-3's of 1937 are assigned to three Carrier Squadrons, VS-3 (SARA), VS-5 (YKTN) and VS-6 (EN). Powered by "Twin Wasp Junior" engines, they are slightly longer than the Cyclone-powered SBC-4's. A new Curtiss Scout Bomber has appeared with double the SBC's horsepower, the XSB2C-1. The SBC's developed from a two-place Fighter of 1932, the XF12C-1(A-9225).

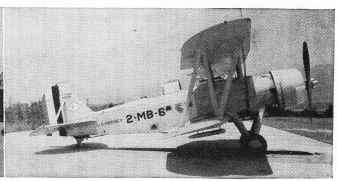
BOMBING TYPES (VB)

The older Dive Bombers, rugged two-seaters, built to stand the strain of terminal velocity power dives. Primary Mission: Attacking heavy surface vessels and shore objectives with medium-sized bombs. The Bombing and Scout Bombing types have gradually merged. They are now grouped together in listings of the Navy's aircraft strength. Since the early 1920's Naval Aviators have developed dive-bombing into an exact science. Other combatant naval aircraft use the dive-bombing method of attack—all but the larger Torpedo and Patrol planes that normally operate as Horizontal Bombers.



NORTHROP BT-1 (0637) *W. T. Larkins*

From the YORKTOWN, the red-tailed, black-nosed Leader of VB-5's Second Division. Bombing Six on the ENTERPRISE is similarly equipped. Fifty-four BT-1's were ordered in 1937, the last production contract for planes of the VB-type. They have rigid wings and semi-retractable landing gear. The old Northrop concern became a Douglas subsidiary in 1937, before the BT-1's were delivered. They are referred to by both names, Northrop and Douglas.

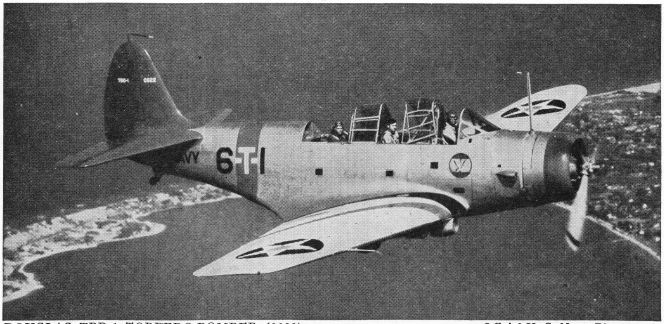


GREAT LAKES BG-1 (A-9535) *W. T. Larkins*

One of the older biplane Bombers with fixed landing gear. The Marine's BG-1's were replaced by Douglas Scout Bombers. Now obsolete, the "Bee-Gee's" have been relegated to Training and Utility duties. Sixty were purchased, 44 in 1934 and 16 in 1935. The older BM-1 and BM-2 Martin Bombers were quite similar. The Great Lakes Company built several experimental airplanes for the Navy, notably their XB2G-1 and XTBG-1 designs.

TORPEDO-BOMBING TYPES (VTB)

The heaviest Carrier Based aircraft. Primary Mission: Attacking surface vessels or shore objectives with torpedoes or heavy bombs. Those now in service carry a ton of bombs or a full-sized 21-inch torpedo. Torpedo attacks are usually delivered from smoke-screens or at night. Torpedoes are launched when the planes are a few feet above the water. The VTB's are Horizontal Bombers, dropping their bombs from high-altitudes while in level flight. Torpedo Squadrons operate from the four larger Carriers. In late 1940 there were 114 Torpedo-Bombers in service. Another 289 were building or on order.



DOUGLAS TBD-1 TORPEDO-BOMBER (0322) *Official U. S. Navy Photograph*

From the ENTERPRISE, the blue-tailed Leader of VT-6. Including replacements, about 130 three-place TBD-1's have been purchased since 1936. Their wings fold up compactly, halving their fifty-foot span. Three experimental Torpedo-Bombers are to complete during 1941, the Vought-Sikorsky XTBU-1 and a pair of Grumman XTBF-1's. Details of both models are restricted. A contract for 286 TBF-1 Grummans was announced during September 1940. Some may be equipped with float-type landing gear.

AIRCRAFT SQUADRONS—CARRIER-BASED AIR GROUPS

Ship	Lexington Air Group	Saratoga Air Group	Ranger Air Group	Yorktown Air Group	Enterprise Air Group	Wasp Air Group	Hornet* Air Group
Fighting Units	VF-2	VF-3	VF-41, VF-42	VF-5	VF-6	VF-71, VF-72	VF-8
Bombing Units	VB-2	VB-3	—None—	VB-5	VB-6	—None—	VB-8
Scouting Units	VS-2	VS-3	VS-41, VS-42	VS-5	VS-6	VS-71, VS-72	VS-8
Torpedo Units	VT-2	VT-3	—None—	VT-5	VT-6	—None—	VT-8

*Will organize during 1941.

FLEET MARINE FORCE AIRCRAFT GROUPS

Groups	Base	Fighting Units	Bombing Units	Scouting Units	Utility Unit
AIRCRAFT ONE (Quantico, Va.)		VMF-1	VMB-1	VMS-1, VMS-3*	VMJ-1
AIRCRAFT TWO (San Diego, Cal.)		VMF-2	VMB-2	VMS-2	VMJ-2

*VMS-3 of AIRCRAFT ONE bases at St. Thomas in the Virgin Islands.

PATROL WINGS, U. S. FLEET—As Re-organized 1939-1940

with New and (Old) Squadron Designations

Patrol Wing (Operating Area)					
ONE	San Diego, Cal.	VP-11 (7)	VP-12 (9)	VP-13 (New Unit)	VP-14 (21)
TWO	Hawaii	VP-21 (1)	VP-22 (4)	VP-23 (6)	VP-24 (8) VP-25 (10) VP-26 (18)
THREE	Panama	VP-31 (2)	VP-32 (3)	VP-33 (5)	
FOUR	Seattle-Sitka	VP-41 (16)	VP-42 (17)	VP-43 (19)	VP-44 (20)
FIVE	East Coast	VP-51 (12)	VP-52 (14)	VP-53 (15)	VP-54 (11) VP-55 (New Unit) VP-56 (New Unit)
SIX	Alameda, Cal.	VP-61 (New Unit)			

Note: Current Assignments of Patrol Squadrons to specific Bases are restricted.

BATTLESHIP OBSERVATION SQUADRONS (VO)

(Attached to Battleship Divisions bearing the same numbers)

Sections	OBSERVATION 1	OBSERVATION 2	OBSERVATION 3	OBSERVATION 4	OBSERVATION 5
First (Flagships)	ARIZONA	TENNESSEE	IDAHO	WEST VIRGINIA	TEXAS
Second	NEVADA	OKLAHOMA	MISSISSIPPI	COLORADO	NEW YORK
Third	PENNSYLVANIA	CALIFORNIA	NEW MEXICO	MARYLAND	ARKANSAS

Note: PENNSYLVANIA, Fleet Flagship; CALIFORNIA, Flagship, Battle Force.

CRUISER SCOUTING SQUADRONS (VCS)

(Attached to Cruiser Divisions bearing the same numbers)

Sections	VCS-3	VCS-4	VCS-5	VCS-6	VCS-7	VCS-8	VCS-9
First (Flagships)	Concord	Northampton	Chicago	Minneapolis	Wichita	Philadelphia	Honolulu
Second	Cincinnati	Augusta	Chester	Astoria	Quincy	Brooklyn	Phoenix
Third	Milwaukee	Pensacola	Louisville	New Orleans	Tuscaloosa	Savannah	Boise
Fourth	Trenton	Salt Lake Cy	Portland	San Francis'o	Vincennes	Nashville	Helena
Fifth				Indianapolis			St. Louis

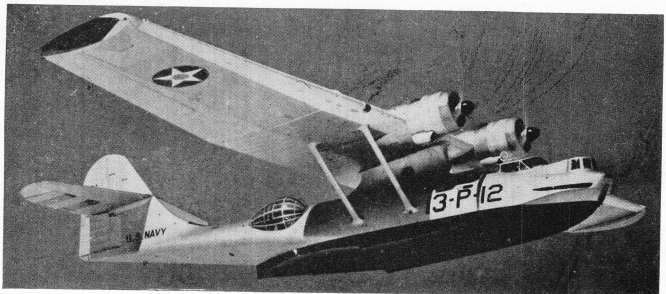
Note: INDIANAPOLIS, Flagship, Scouting Force; CHICAGO, Flagship of Cruisers, Scouting Force.

UNATTACHED VESSELS CARRYING AVIATION UNITS

Cruisers: HOUSTON (4 Planes), DETROIT (2), MARBLEHEAD (2), MEMPHIS (2), OMAHA (2), RALEIGH (2), and RICHMOND (2). Gunboats: CHARLESTON (1) and ERIE (1). Destroyer: NOA (1).

PATROL BOMBING TYPES (VPB)

The "Big Boats," the long-range "Eyes of the Fleet." Primary Mission: Oversea patrol and search from coastal or advanced bases, or from aircraft tenders; the protection of merchant shipping and anti-submarine operations. Carrying bombs or torpedoes instead of maximum fuel they perform offensive missions against enemy vessels or shore objectives. The Patrol Wings form a highly mobile striking force. In late 1940 the Patrol establishment included twenty active Squadrons. Additional units were organizing. About 300 Patrol Bombers were in service; another 700 were building, many of which have since been delivered. By 1943 the present organization will expand threefold. On July 1, 1939, the Patrol Wings were reorganized and the Squadrons then in service were renumbered (See page 29).



CONSOLIDATED PBY-4 Patrol Bomber (1241) *Official U. S. Navy Photo*

Climbing majestically, a new PBY-4 in flight. The "13-P-12" identifies the twelfth plane of Patrol Wing One's Third Squadron (VP-13). Longer and heavier than the Boats of the three earlier series, the thirty-three PBY-4s of 1938 are powered by improved "Twin Wasps," each developing 1,200-H.P. on take-off. Performance figures have not been released. A new squared-off tail assembly and odd machine-gun blisters distinguish the -4's. Two-hundred identical PBY-5's of 1939-1940 are entering service. One PBY-5 has been supplied to the U. S. Coast Guard; hundreds are building for the R.A.F. Two large contracts for Navy Patrol-Bombers were awarded to Consolidated during November 1940.

CONSOLIDATED PBY-2 Patrol Bomber *Rudy Arnold, Floyd Bennett Field, N.Y.C.*

Moored to a buoy, the "54-P-9" from Patrol Wing Five (VP-54). A Neutrality Patrol Star decorates her nose and retractable wing-tip floats are lowered. She carries a crew of seven, machine-guns and a 37-mm cannon. Two torpedoes or two-tons of bombs can be hung from her under-wing bomb-racks. The PBY's are equipped with electrically-operated reversible-pitch propellors, enabling them to maneuver in limited space afloat. They climb 920-feet-per-minute to a 25,000-foot service ceiling. Landing speed: 69-m.p.h. The twin-engined PBY's have turned in some remarkable performances since the prototype XP2Y-1 appeared in 1935. During 1935-1937 the Navy purchased 176 in three Series: 60 PBY-1's, 50 PBY-2's and 66 PBY-3's. All are similar to the "54-P-9" shown here.

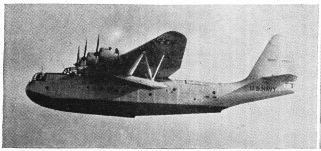
CONSOLIDATED XPBY-5A (1245) *Official U.S.N. Photos* CONSOLIDATED P2Y-3 (A-9569)

An experimental amphibian of 1938, designed for northern operations, where bays and lakes are often frozen. The XPBY-5A lands on ice or land, or in water, with equal ease. Her tricycle-gear retracts: the larger wheels well above the water-line, the forward wheel into the hull behind water-tight doors. An order for 135 PBY-5A's was placed during November 1940.

Of a type that made Naval Aviation history. Six P2Y-2 sesquiplanes from old VP-10 made the first non-stop mass-flight between the West Coast and Hawaii during January 1934—now a routine operation. Forty-six P2Y's were purchased in 1933-1934 evenly divided between P2Y-2's and P2Y-3's. Many now serve at Pensacola and Miami as Trainers.

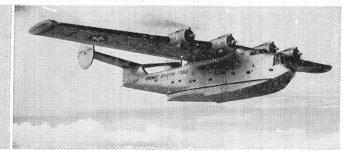
MARTIN PBM-1 Patrol Bomber (1249) *Courtesy Glenn L. Martin Co.*

A new twenty-tonner with an odd dual-dihedral tail from VP-55, a newly organiz d East Coast Squadron. Powered by two "Twin Cyclones" that develop 1,600-H.P. apiece on take-off, the twenty PBM-1's of 1938 carry crews of seven and heavy armament disposed in five turrets. Two 21-inch torpedoes or several tons of bombs can be slung under their gulled wings. They differ slightly from the XPBM-1 of 1936. Two new experimental VPB's are building at Baltimore, the twin-engined XPBM-2 and th huge four-motored XPB2M-1. Powered by four 2,000-H.P. Wrights, the latter will be the world's largest Flying Boat when completed late in 1941. A third experimental Patrol-Bomber is building at Seattle, the Boeing XPBB-1. Details of all three are restricted. Orders have been placed for 379 additional Martin Patrol Bombers of unspecified type. A few older Martins (P3M-1's of 1930) have been operating at Pensacola.



SIKORSKY XPBS-1 (A-9995) *Official U.S.N. Photo*

Similar to the Consolidated four-motored type, excepting her single tail-fin and fixed landing floats. Armament disposed in four turrets: one bow, two midships and one built into the tail structure. Performance figures have not been released. The American Export Air Lines has ordered several Flying Boats of the type (VS-44-A's) for trans-Atlantic operation.

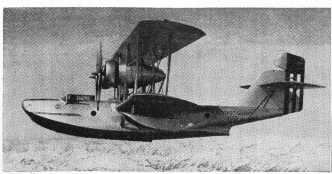


CONSOLIDATED XPB2Y-1 (0453) *Official U.S.N. Photo*

Currently the Navy's heaviest airplane, the 29-ton Flagship of Aircraft, Scouting Force She carries a crew of nine, an Admiral and his staff, and is unofficially credited with six to eight-ton bomb-cargoes. Armament details have not been released. Six PB2Y-2's will join Patrol Wing One during early 1941. Orders have been placed for an undisclosed number of four-motored PB2Y-3's.

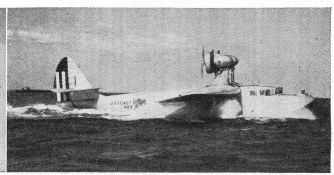
UNITED STATES COAST GUARD AVIATION

All Coast Guard Aviators are Pensacola-trained. Most of the fifty-one Coast Guard aircraft now in service are duplicates of Navy types. In wartime they become a part of the Naval Air Force as Coast Guard vessels become part of the Fleet (See page 42). Forty-one Coast Guard airplanes are Flying Boats or Amphibians. They operate from ten C. G. Air Stations, scattered along both Coasts, as Flying Lifeboats and on regular Inshore Patrol. They co-operate with the Navy's Neutrality Patrol Forces. Three convertible landplane-seaplanes and four small landplanes help enforce Maritime and Internal Revenue Laws. Detachments co-operate with the U. S. Border Patrol. Two Transports and one Trainer are included among the Coast Guard's aircraft.



HALL-ALUMINUM PH-2 (V-169) *Gordon S. Williams*

The V-169 over ice-covered mountains. She now operates from Miami, Fla. Five PH-2's and seven PH-3's form the backbone of the Coast Guard's Patrol Aviation. They are similar to the Navy's Halls, nine PH-1's of 1930 which were recently retired from service. The Hall-Aluminum Aircraft Corp. is now a subsidiary of Consolidated. They supplied the Navy with several interesting experimental airplanes, the XPTBH-2 twin-float seaplane of 1934, the four-motored XP2H-1 of 1930, and the single-place XFH-1 of 1928.

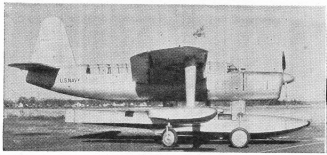


GENERAL PJ-1 (V-113) *Howard Levy*

One of the older Flying Lifeboats, commissioned in 1932. Two remain in service, both stationed at Salem, Mass. They are powered by two 450-H.P. Pratt & Whitneys; cruise at 85-m.p.h. and range 520-miles. Two small pusher-powered single-engined seaplanes are in service, Viking OO-1's of 1936. With 250-H.P. Wrights they cruise at 70-m.p.h. and range 250-miles. Eight Douglas "Dolphins" (RD-4 amphibian-transports) of 1934-1935 operate from C. G. Air Stations. Engined as PJ-1's but tractor-powered, they range 470-miles at 90-m.p.h.

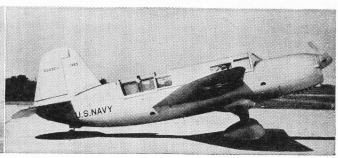
SCOUT-OBSERVATION TYPES (VSO-VOS)

The Navy's general service two-seaters, operating from and with the ships of the Fleet. As Observation craft they spot Battleship gunfire, correcting range and reporting results; extending the radius of the ships' Fire Control. Those attached to Cruisers are primarily Scouts. The airplanes designated as VSO's have folding wings; facilitating stowage in shipboard hangars. The VOS-models have rigid wings. Both types are convertible landplane-seaplanes. While ship-based they operate from catapults. The fifteen Battleships now in service carry three-plane Aviation Units. Three units (or Sections) form the Observation Squadron attached to each Battleship Division. Two planes are assigned to the OMAHA Class Cruisers; all others carry four. Four Cruisers usually form a Division; their aircraft form the attached Cruiser Scouting Squadron. (See page 29 for the composition of these Units.) A few Command seaplanes are assigned to Flag Officers; others to the six Carrier Utility Units. About 200 VSO-VOS seaplanes were serving afloat in late 1940. Some 325 service aircraft of the types were on hand, plus 100-odd of obsolete pattern. Another 1,500 were on order, many of which will be assigned to the new Coastal Scouting Squadrons; others will operate as Trainers.



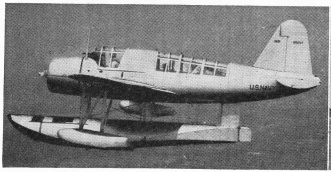
VOUGHT-SIKORSKY XSO2U-1 (1440) *Official U. S. Navy*

The newest catapult model, an experimental monoplane with needle-fine lines. Designed for high-speed and maximum visibility, the XSO2U-1 is powered by an air-cooled Ranger in-line engine; a 12-cyl. "Inverted Vee" motor developing 500-h.p. on take off. Reported to have bettered 200-m.p.h. Production contracts for the type have not been announced.



CURTISS XSO3C-1 (1385)

Curtiss' latest SOC, a streamlined mid-wing job that underwent test during the Winter of 1939-1940. Here shown on pants-encased wheels, it is supported by one large center-strut when operating as a seaplane. Detachable wing-tip floats are fitted. A contract for 300 Ranger-powered SO3C-1's was announced during September 1940. Performance figures are restricted.

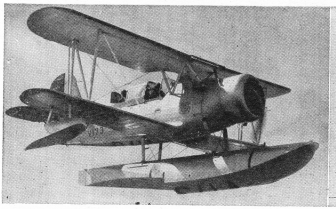


VOUGHT-SIKORSKY OS2U-1 (1681) *U. S. Navy*

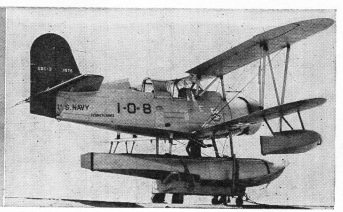
First of a mass-production type, one of sixty-odd ordered in September 1939. Some have been assigned to Observation Squadrons; others to newly organized Naval District Scouting Units. Additional orders have been placed for 158 of the OS2U-2 model and 1,006 of later series. Oil-burning radial Diesel engines may replace gasoline motors in the later deliveries.

N.A.F. SON-1 (1175) *W. T. Larkins*

A Naval Aircraft Factory production, forty-four of which entered service during 1939-1940. The "9-CS-2" is attached to the Light Cruiser HONOLULU, Flagship of Cruiser Division Nine. The SON-1's and SOC's (below) are identical in performance and construction. The N.A.F. is the principal testing station, spare-parts depot and supply base for naval aviation.



CURTISS SOC-4 (V-173) *Gordon S. Williams*



CURTISS SOC-3 (1076) *W. T. Larkins*

A Coast Guard SOC-4 in flight and a Navy SOC-3 on beaching gear. The SOC-3 spots for the Fleet Flagship's big guns. A blue-painted "Seagull" is assigned to CinCUS. The SOC'S have served on board every existing Battleship and Cruiser. While ship-based they operate with floats as shown. While in port they usually base ashore, and are then equipped with wheeled gear (as SON-1, above). The SOC's wings fold back compactly, reducing their width to 12-feet, 6-inches. The Navy has purchased 238 planes of this type, 135 SOC-1's, 40 SOC-2's and 83 SOC-3's. The Coast Guard operates three SOC-4 seaplane-landplanes.

STEARMAN XOSS-1 (1052) *Official U.S.N. Photo*

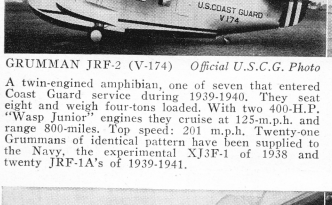
An experimental Observation-Scout that appeared during 1938. Details of its construction and performance have not been released. Other Observation biplanes have been under test, none of which went into production: the Curtiss XSO2C-1, the N.A.F. XOSN-1, the Bellanca XSOE-1 and Douglas XO2D-1. About twenty obsolescent experimental naval aircraft remain in service. Few operate with combatant Squadrons.

CHANCE-VOUGHT O3U-6 (A-9733) *W. T. Larkins*

An airworthy but obsolete "Corsair" of 1935 in Marine Corps garb; now relegated to utility duties. About 1,000 Vought biplanes of this general type were supplied to the Navy between 1922 and 1935. Over 100 are still in service at Naval Air Stations, Reserve Bases and the Naval Academy on training and utility duty: O3U-3 and O3U-6 Observation planes and the Scouts of the four SU-Series.

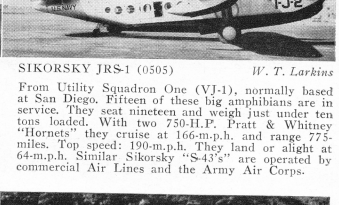
UTILITY TYPES (VJR-VJ-VR-VG)

The flying maids-of-all-work, Naval Aviation's Train. Mainly adaptations of standard commercial models, they carry mail, supplies and personnel to outlying bases and to ships at sea. The amphibian types land at sea or ashore with equal facility. The Utility Squadrons and smaller Utility Units operate with both air and surface Forces, towing targets for gunnery exercises, performing photographic missions, ambulance duty and all other emergency chores. Large Transports shuttle between the Naval Air Stations; others carry troops and supplies for the Fleet Marine Force. Small Transports are assigned to Flag Officers ashore, to Inspectors of Naval Aircraft and to Naval Attaches abroad. The amphibian VJ's are attached to all Utility Units, to Carriers as plane guards, to the several Reserve Bases and to the Experimental Squadrons. During late 1940 about 190 Utility airplanes were in service. Another 160 were building or on order. The U. S. Coast Guard operates 30 similar aircraft.



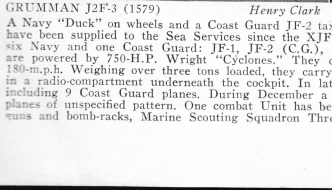
GRUMMAN JRF-2 (V-174) *Official U.S.C.G. Photo*

A twin-engined amphibian, one of seven that entered Coast Guard service during 1939-1940. They seat eight and weigh four-tons loaded. With two 400-H.P. "Wasp Junior" engines they cruise at 125-m.p.h. and range 800-miles. Top speed: 201 m.p.h. Twenty-one Grummans of identical pattern have been supplied to the Navy, the experimental XJ3F-1 of 1938 and twenty JRF-1A's of 1939-1941.



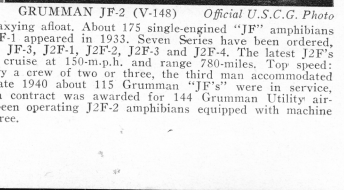
SIKORSKY JRS-1 (0505) *W. T. Larkins*

From Utility Squadron One (VJ-1), normally based at San Diego. Fifteen of these big amphibians are in service. They seat nineteen and weigh just under ten tons loaded. With two 750-H.P. Pratt & Whitney "Hornets" they cruise at 166-m.p.h. and range 775-miles. Top speed: 190-m.p.h. They land or alight at 64-m.p.h. Similar Sikorsky "S-43's" are operated by commercial Air Lines and the Army Air Corps.

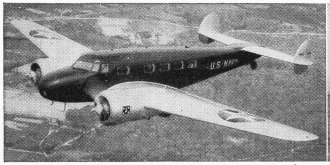


GRUMMAN J2F-3 (1579) *Henry Clark*

A Navy "Duck" on wheels and a Coast Guard JF-2 taxying afloat. About 175 single-engined "JF" amphibians have been supplied to the Sea Services since the XJF-1 appeared in 1933. Seven Series have been ordered, six Navy and one Coast Guard: JF-1, JF-2 (C.G.), JF-3, J2F-1, J2F-2, J2F-3 and J2F-4. The latest J2F's are powered by 750-H.P. Wright "Cyclones." They cruise at 150-m.p.h. and range 780-miles. Top speed: 180-m.p.h. Weighing over three tons loaded, they carry a crew of two or three, the third man accommodated in a radio-compartment underneath the cockpit. In late 1940 about 115 Grumman "JF's" were in service, including 9 Coast Guard planes. During December a contract was awarded for 144 Grumman Utility airplanes of unspecified pattern. One combat Unit has been operating J2F-2 amphibians equipped with machine guns and bomb-racks, Marine Scouting Squadron Three.



GRUMMAN JF-2 (V-148) *Official U.S.C.G. Photo*

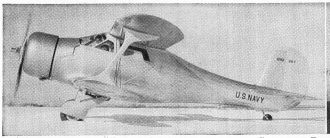


LOCKHEED XR2O-1 (0267) *Official U.S.N. Photo*

A twelve-place Transport in Command Blue with the Secretary of the Navy's Insignia on its twin-nacelles. With two 450-H.P. "Wasp Juniors" it cruises at 195-m.p.h. and ranges 800-miles. Four later Lockheed VR's serve the Navy, the XR4O-1, the XR5O-1 and two R5O-1's of 1940; all 14-seaters. A third R5O-1 has been supplied to the Coast Guard as was the single R3O-1 of 1936.

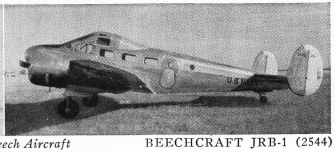
DOUGLAS R3D-2 (1904) *Courtesy Douglas Aircraft*

A DC-5 from Marine Utility Two. Six are in service, three Navy R3D-1's and three Marine R3D-2's. The types differ in detail. Both are powered by twin 900-H.P. Wright "Cyclones." They cruise at 195-m.p.h. and range 1,600-miles. Commercial DC-3's seat 19 to 25 persons. Four older Douglas DC-2's (R2D-1's) of 1934-1935 are included in the Navy's Transport Fleet.



BEECHCRAFT GB-1 (1898) *Courtesy Beech Aircraft*

A D-17-S five-seater, one of eleven small Beechcrafts now serving the Navy: the JB-1 of 1938 and ten GB-1's of 1939-1940. The GB-1's are the only naval airplanes carrying the "VG" designation—Single-engined Transports. With 450-H.P. "Wasp Junior" engines they cruise at 202-m.p.h. and range 700-miles.

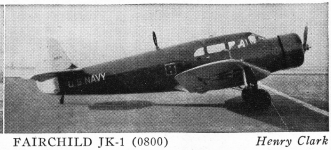


BEECHCRAFT JRB-1 (2544)

A new twin-engined Beechcraft, one of five delivered to the Navy during late 1940. Powered by two 450-H.P. "Wasp Juniors" they cruise at 220-m.p.h. and range 1,100-miles. Specially fitted for photographic missions, they carry a crew of five and weigh about four-tons loaded.

LOCKHEED JO-2 (1051) *W. T. Larkins*

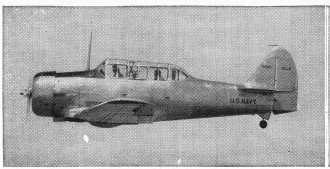
An eight-place Lockheed, one of four small personnel Transports supplied to the Marine Corps. Though twin-engined they are classed as VJ's. With two 400-H.P. "Wasp Juniors" they cruise at 212-m.p.h. and range 800-miles. Similar JO-1's serve the Navy.



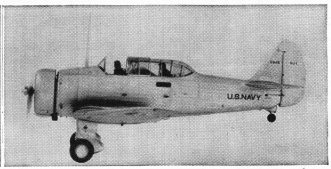
FAIRCHILD JK-1 (0800) *Henry Clark*

A clean-lined "45" of 1937 with a two-starred Rear Admiral's Insignia on its side. Powered by a 320-H.P. Wright "Whirlwind" the JK-1 cruises at 212-m.p.h. and ranges 840-miles. Smaller Fairchilds serve the Coast Guard, one J2K-1 and two J2K-2's.

TRAINING TYPES (VN-VSN)



NORTH AMERICAN SNJ-2 (2008)



NORTH AMERICAN NJ-1 (0946) *Official U.S.N. Photos*

A new Scout-Trainer and an older Advanced model with fixed landing-gear. Both are powered by 550-H.P. Pratt & Whitney "Wasps." The SNJ's cruise at 196-m.p.h. and range 900-miles. Top speed: 210-m.p.h. The NJ-1's are ten miles slower and range 685. About 100 monoplanes of these types are in service at Pensacola (Squadron Five), the new Miami Advanced Training Base, and at Reserve Bases scattered around the country. A few are assigned to Flag Officers as Command planes. The Navy purchased 61 SNJ-2's in 1939-40, about 15 SNJ-1's during 1938-39 and 40 NJ-1's in 1937. The Curtiss-Wright Corporation, St. Louis Airplane Division, is building 150 SNC-1 Scout-Trainers. All types of service aircraft are assigned to Pensacola and Miami as Advanced Trainers.

Naval Aviators are trained in all types of naval aircraft. They begin with the low-powered "Yellow Perils" and finish their Advanced Training in high-powered Service Ships. Their training never ends—continuing through service with the active Squadrons. Primary Training, long confined to Pensacola, is now conducted at Jacksonville, also in Florida, and the huge new Air Station at Corpus Christi, Texas, will soon swarm with fledgling pilots. Advanced Training is given at Pensacola and Miami. Before going to the large Primary Training Bases aspiring pilots go through Elimination Flight Training at Naval Reserve Aviation Bases maintained near the nation's larger cities. Aviation Ratings, the skilled enlisted men who service all naval aircraft and form the crews in larger types, are trained at the Norfolk and San Diego Naval Air Stations and at Pensacola.

N.A.F. N3N-1 (0692) *W. T. Larkins* N.A.F. N3N-3 (1759) *Official U.S.N. Photo*

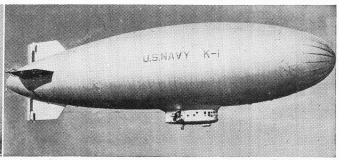
Two Navy-built Primary Trainers. The "17" represents near-200 N3N-1's now in service. The N3N-3 on floats, posing at Anacostia, has 649 sisters in service or building at the Naval Aircraft Factory. Both models are powered by 225-H.P. Wright "Whirlwinds," many of which are manufactured at the N.A.F. under license. Nine-hundred and one other Primary Trainers were ordered during July-August 1940—600 Stearmans (500 N2S-1's and 100 N2S-2's, similar to the N3N's which were built to Stearman's NS-1 design), 201 Spartan NP-1's and 100 Ryan NR-1's. Some of the Ryans will be fitted with twin-pontoons. The N.A.F. is building an experimental Primary job, the XN5N-1. Further orders for VN's and VSN's (SNJ-3's) were placed during late 1940. Quantities unannounced. Including Advanced Models 660 Navy Trainers were in service on January 2, 1941. Another 1,583 are scheduled for delivery during the calendar year.

UNITED STATES NAVAL AIRCRAFT—LIGHTER THAN AIR

Long in the doldrums, the Lighter-than-Air Branch of Naval Aviation is sharing in the current activity. New Blimp Bases will be established near Boston, Norfolk and San Francisco. Forty-eight non-rigid airships were authorized during June 1940. Six have been ordered from the Goodyear Corporation, four Patrol Airsh.ps (K-3 to 6) and two Training Blimps (L-2 and 3). One (L-2) has been delivered. The seven older Blimps are described below. All United States Airships are inflated with non-inflammable helium, on which we have a near-world monopoly. One 3,000,000 cubic feet capacity Training Rigid has been authorized as a replacement for the recently scrapped and similarly sized LOS ANGELES. She will be housed in the huge hangar at Lakehurst, our Lighter-than-Air Training center. In wartime the non-rigid Blimps form part of the Inshore Patrol, hunting mines and submarines, operating with fast mosquito craft (armed with depth-charges) and the seaplanes of the Coastal Scouting Squadrons.

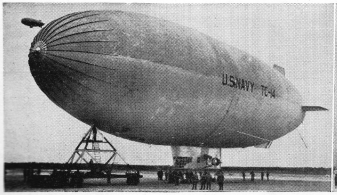
U.S.S. G-1

A Training Blimp, moored at Lakehurst. Of 183,000 cubic feet volume, she is 187′ long, 42.8′ in diameter and 62′ high. Endurance: 24-hours at 40-knots. Top speed: 65-m.p.h. The smaller L's (1 to 3) are similar in appearance.



U.S.S. K-1 *Official U.S.N. Photos*

Two K's are in service, four are building. The K-1 is powered by two 220-H.P. Wright "Whirlwinds." Size: 320,000 cu. ft.; L.: 220′; Dia.: 54′; H.: 71′. The later K's are larger. The "1" has a range of 2,000-miles at 52-knots.

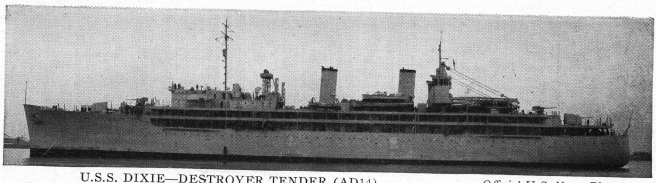


U.S.S. TC-14

One of two Ex-Army Blimps, completed in 1935. The TC-13 and 14 were turned over to the Navy when Army Airship activity ceased. They are 205,000-cu. ft. in volume and 196′ x 44.5′ x 59′ in size. Endurance: 800-miles. Speed: 54.

U.S.S. ZMC-2 *Official U.S.N. Photos*

An experimental Metal Clad, the only non-rigid of the type. Built at Detroit in 1929 she is 202,000 cu. ft. in volume, and 150′ x 53′ x 64′ in size. Endurance: 700. Speed: 52. At present all Navy blimps base at Lakehurst, New Jersey.



U.S.S. DIXIE—DESTROYER TENDER (AD14) *Official U.S. Navy Photograph*

The Train—the non-combatant vessels that keep the Fleet fit and ready. Tenders large and small operate with the Patrol Wings. Others serve the Destroyer and Submarine Squadrons. Repair, Fuel, Ammunition, Store, Cargo and Hospital Ships, Ocean Tugs and Target Vessels are organized and, with the Utility Wing, form the Base Force, U. S. Fleet. Additional Oilers, Cargo, Supply and Ammunition Ships and Transports form the Naval Transportation Service. The N. T. S. supplies the Asiatic Fleet and other detached Commands. Smaller Auxiliaries are classed as Yard and District Craft and normally operate within Harbor Lines.

AUXILIARY DATA

Ship	Type and Serial Number	Built: Purch. or Begun	Built: First Comm.	Normal Tonnage	Dimensions: Length Overall	Dimensions: Beam	Dimensions: Mean Draft	Machinery: Horsepower	Machinery: Speed	Armament: Main	Armament: Anti-Aircraft	Men
TEN SEAPLANE TENDERS—Large (AV)												
Unnamed	AV 12	1940	Bldg.	8,625[1]	*	*	*	*	*	*	*	*
"	AV 11	1940	Bldg.	8,625[1]	*	*	*	*	*	*	*	*
"	AV 10	1940	Bldg.	8,625[1]	*	*	*	*	*	*	*	*
Pocomoke (M)	AV 9	1940	1940	7,773[1]	492′ 0″	69′ 6″	28′ 6″	8,500	16.5	*	*	*
Tangier (M)	AV 8	1940	1940	7,773[1]	"	"	"	"	"	*	*	*
Currituck	AV 7	1940	Bldg.	8,625[1]	*	*	*	*	*	4–5″/38	*	*
Albemarle (F)	AV 5	1938	1940	8,625[1]	*	*	*	*	*	"	*	*
Curtiss (F)	AV 4	1937	1940	8,625[1]	*	*	*	*	*	"	*	*
Langley (F)	AV 3	1911	1913	11,050	542′ 0″	65′ 5″	16′ 7″	7,000	15.0	4–5″/51	*	311
Wright (F)	AV 1	1918	1921	8,675	448′ 0″	58′ 3″	19′ 2″	6,000	15.0	2–5″/51	2–3″/50	300
TWENTY-FIVE SEAPLANE TENDERS—Small (AVP)												
Unnamed	AVP 23–32	1940	Bldg.	3,350[1]	*	*	*	*	20.0	*	*	*
Matagorda	AVP 22	1940	Bldg.	3,350[1]	*	*	*	*	"	*	*	*
Humboldt	AVP 21	1940	Bldg.	3,350[1]	*	*	*	*	"	*	*	*
Mackinac	AVP 13	1939	1941	1,650[1]	*	*	*	*	"	*	*	*
Casco	AVP 12	1939	1941	1,650[1]	*	*	*	*	"	*	*	*
Biscayne	AVP 11	1938	1941	1,650[1]	*	*	*	*	"	*	*	*
Barnegat	AVP 10	1938	1941	1,650[1]	*	*	*	*	"	*	*	*
"Bird Class"	AVP 1–9	1917	1918–9	840	187′10″	35′ 8″	8′10″	1,400	14.0	2–3″/50	*	72
FOURTEEN SEAPLANE TENDERS—Ex-Destroyers (AVD)												
Childs Class	AVD 1–14	1917	1919-20	1,190	314′ 4″	30′ 8″	9′ 3″	*	*	2–4″/50	1–3″/23	122
THIRTEEN DESTROYER TENDERS (AD)												
Unnamed	AD 18	1940	Bldg.	9,450[1]	520′ 0″	73′ 4″	*	8,000	16.5	4–5″/38	*	*
"	AD 17	1940	Bldg.	9,450[1]	"	"	*	"	"	"	*	*
"	AD 16	1940	Bldg.	9,450[1]	"	"	*	"	"	"	*	*
Prairie (F)	AD 15	1938	1940	9,450[1]	"	"	*	"	"	"	*	*
Dixie (F)	AD 14	1937	1940	9,450[1]	"	"	*	"	"	"	*	*
Rigel (F)	AD 13	1921	1922	10,000	429′ 9″	54′ 3″	20′ 0″	2,500	10.5	4–5″/51	4–3″/50	531
Denebola	AD 12	1921	1921	10,000	"	"	"	"	"	"	"	481
Altair	AD 11	1921	1921	10,000	"	"	"	"	"	"	"	"
Bridgeport (F)	AD 10	1917	1918	11,750	447′ 4″	54′ 1″	24′ 7″	3,445	12.5	8–5″/51	"	552
Blackhawk (F)	AD 9	1917	1917	8,900	420′ 2″	53′10″	19′ 9″	3,400	"	4–5″/51	*	471
Whitney (F)	AD 4	1924	1924	12,450	483′10″	61′ 0″	24′ 2″	7,000	16.0	8–5″/51	4–3″/50	452
Dobbin (F)	AD 3	1919	1924	"	"	"	"	"	"	"	3–3″/50	"
Melville (F)	AD 2	1913	1915	7,150	417′ 3″	54′ 4″	20′ 0″	4,000	15.0	"	1–3″/50	473
FOURTEEN SUBMARINE TENDERS (AS)												
Unnamed	AS 19	1940	Bldg.	9,000[1]	*	*	*	*	*	*	*	*
"	AS 18	1940	Bldg.	9,000[1]	*	*	*	*	*	*	*	*
Pelias (M)	AS 17	1940	1941	7,886[1]	492′ 0″	69′ 6″	28′ 6″	8,500[2]	16.5	*	*	*
Griffin (M)	AS 16	1940	1940	7,886[1]	"	"	"	8,500[2]	"	*	*	*
Unnamed	AS 15	1940	Bldg.	9,000[1]	*	*	*	*	16.5	*	*	*
"	AS 14	1940	Bldg.	9,000[1]	*	*	*	*	"	*	*	*
"	AS 13	1940	Bldg.	9,000[1]	*	*	*	*	"	*	*	*
Sperry	AS 12	1940	Bldg.	9,000[1]	*	*	*	*	"	*	*	*
Fulton	AS 11	1938	1941	9,000[1]	*	*	*	*	"	*	*	*
Argonne	AS 10	1921	1921	11,100	448′ 0″	58′ 3″	23′ 9″	6,000	15.5	4–5″/51	4–3″/50	344
Canopus (F)	AS 9	1921	1922	8,000	373′ 9″	51′ 8″	21′ 5″	3,850	13.0	2–5″/51	"	317
Camden (F)	AS 6	1917	1917	9,000	403′ 8″	47′ 8″	22′ 4″	2,550	12.0	4–5″/50	*	378
Beaver (F)	AS 5	1918	1918	6,250	380′ 0″	47′ 2″	20′ 3″	4,500	16.5	4–5″/51	*	350
Holland (F)	AS 3	1919	1926	11,570	513′ 1″	61′ 0″	22′ 9″	7,000	16.0	8–5″/51	4–3″/50	398

(M): Former Maritime Commission Vessel. (F): Flagship. (1): Standard Tonnage. (2): Diesel Engines. (*): No information available.

Note: The 19,080-ton Colliers PROTEUS (AC 9) and NEREUS (AC 10) were sold during February 1941.

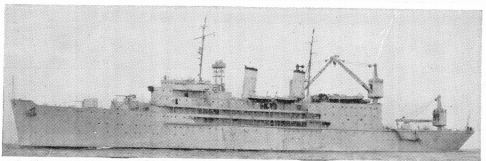
FLEET AUXILIARIES

Ship	Type and Serial Number	Built: Purch. or Begun	Built: First Comm.	Normal Tonnage	Dimensions: Length Overall	Dimensions: Beam	Dimensions: Mean Draft	Machinery: Horsepower	Machinery: Speed	Armament: Main	Armament: Anti-Aircraft	Men
SEVEN REPAIR SHIPS (AR)												
Three Unnamed	AR 6–8	1940	Bldg.	9,000[1]	*	*	*	*	16.0	*	*	*
Vulcan	AR 5	1939	1941	"	"	"	"	"	"	*	*	*
Vestal	AR 4	1906	1909	8,100	465′ 9″	60′ 2″	18′ 0″	7,500	16.0	4–5″/51	1–3″/50	466
Prometheus	AR 3	1906	1909	"	"	"	"	"	"	"	"	"
Medusa	AR 1	1919	1924	10,620	483′10″	70′ 3″	19′11″	7,000	"	"	2–3″/50	"
TWENTY-NINE OILERS (AO)												
Unnamed (M)	AO 33	1940	1941	11,500[1]	552′ 0″	75′ 0″	29′11″	13,500	18.0	4–5″/*	*	109
"	AO 32	1940	1941	"	"	"	"	"	"	"	*	"
"	AO 31	1940	1941	"	"	"	"	"	"	"	*	"
"	AO 30	1940	1941	"	"	"	"	"	"	"	*	"
Santee (M)	AO 29	1940	1940	"	"	"	"	"	"	"	*	"
Sangamon (M)	AO 28	1940	1940	"	"	"	"	"	"	"	*	"
Kaskaskia (M)	AO 27	1940	1940	"	"	"	"	"	"	"	*	"
Salamonie (M)	AO 26	1940	1941	"	"	"	"	"	"	"	*	"
Sabine (M)	AO 25	1940	1940	11,335[1]	"	"	"	"	"	"	*	"
Platte (M)	AO 24	1938	1939	11,325[1]	"	"	"	"	"	"	*	"
Neosho (M)	AO 23	1938	1939	"	"	"	"	"	"	"	*	"
Cimarron (M)	AO 22	1937	1939	"	"	"	"	"	"	"	*	"
Tippecanoe	AO 21	1920	1940	16,800	477′10″	60′ 3″	26′ 2″	2,900	10.5	2–5″/51	2–3″/50	107
Sepulga	AO 20	1920	1922	"	"	"	"	"	"	"	"	"
Salinas	AO 19	1920	1921	"	"	"	"	"	"	"	"	"
Rapidan	AO 18	1919	1922	"	"	"	"	"	"	"	"	"
Mattole	AO 17	1920	1940	14,450	446′ 0″	58′ 2″	25′ 6″	2,800	11.0	"	"	"
Laramie	AO 16	1920	1921	"	"	"	"	"	"	"	"	"
Kaweah	AO 15	1919	1921	"	"	"	"	"	"	"	"	"
Trinity	AO 13	1919	1920	16,800	477′10″	60′ 3″	26′ 2″	2,900	10.5	"	"	"
Ramapo	AO 12	1919	1919	"	"	"	"	"	"	"	"	"
Sapelo	AO 11	1919	1920	"	"	"	"	"	"	"	"	"
Patoka	AO 9	1919	1919	"	"	"	"	"	"	"	"	"
Pecos	AO 6	1918	1921	14,800	457′ 7″	56′ 3″	26′ 8″	5,200	14.0	4–5″/51	"	136
Neches	AO 5	1918	1920	"	"	"	"	"	"	"	"	117
Brazos	AO 4	1919	1919	"	"	"	"	"	"	"	"	136
Cuyama	AO 3	1915	1917	14,500	"	56′ 2″	26′ 2″	"	"	"	None	"
Maumee	AO 2	1913	1916	"	"	"	"	5,000	"	4–4″/50	"	146
Kanawha	AO 1	1913	1915	"	"	"	"	5,200	"	"	"	136
FIVE GASOLINE TANKERS (AOG)												
Five Unnamed	AOG 1–5	1940	Bldg.	2,300	309′ 0″	*	*	* [2]	14.0	*	*	*
FOUR NET LAYERS (AN)												
Four Unnamed	AN 1–4	1940	Bldg.	*	*	*	*	*	*	*	*	*
FOUR AMUNITION SHIPS (AE)												
Lassen (M)	AE 4	1940	1940	6,200[1]	459′ 0″	63′ 0″	25′ 9″	6,000[2]	15.5	4–5″/*	*	*
Kilauea (M)	AE 3	1940	1940	"	"	"	"	" [2]	"	"	*	*
Nitro	AE 2	1918	1921	10,600	482′ 9″	60′11″	20′11″	6,700	13.0	4–5″/51	2–3″/50	195
Pyro	AE 1	1917	1920	"	"	"	"	"	"	"	"	"
FIVE STORE SHIPS (AF)												
Polaris (M)	*	1940	1941	6,200[1]	459′ 0″	63′ 0″	25′ 9″	6,000[2]	15.5	4–5″/*	*	*
Yukon	AF 9	1919	1921	12,600	416′ 6″	53′ 2″	26′ 5″	2,800	11.0	2–5″/51	4–3″/50	166
Boreas	AF 8	1919	1940	"	"	"	"	"	"	"	"	"
Arctic	AF 7	1919	1921	"	"	"	"	"	"	"	"	"
Bridge	AF 1	1914	1917	8,500	422′11″	55′ 2″	20′ 8″	4,000	14.0	4–5″/51	1–3″/50	212
NINE CARGO SHIPS (AK)												
Pollux (M)	*	1940	1941	6,085[1]	459′ 0″	63′ 0″	25′ 9″	6,000	15.5	4–5″/*	*	*
Procyon (M)	*	1940	1940	6,200[1]	459′ 0″	63′ 0″	25′ 9″	6,000[2]	"	"	*	*
Castor (M)	*	1940	1940	6,085[1]	459′ 0″	63′ 0″	25′ 9″	6,000	15.5	"	*	*
Arcturus (M)	*	1940	1940	6,200[1]	459′ 0″	63′ 0″	25′ 9″	6,000[2]	"	"	*	*
Vega	AK 17	1919	1921	11,450	380′ 0″	54′ 2″	24′ 5″	2,500	11.5	2–5″/51	4–3″/50	106
Spica	AK 16	1919	1940	"	"	"	"	"	"	"	"	"
Sirius	AK 15	1919	1922	"	"	"	"	"	"	"	"	"
Regulus	AK 14	1920	1940	10,550	376′ 0″	52′ 2″	24′ 0″	"	"	"	"	"
Capella	AK 13	1920	1921	11,450	380′ 0″	54′ 2″	24′ 5″	"	"	"	"	"
SIXTEEN TRANSPORTS (AP)												
Two Unnamed	AP 18–19	1940	Bldg.	*	*	*	*	*	*	*	*	*
Harry Lee	AP 17	1940	1940	9,359[1]	453′ 0″	61′ 8″	28′ 6″	7,200	16.0	*	*	380
Neville	AP 16	1940	1940	8,378[1]	493′ 5″	56′ 0″	25′ 3″	3,000	12.0	*	*	*
Wm. P. Biddle	AP 15	1940	1940	"	"	"	"	"	"	*	*	*
Fuller	AP 14	1940	1940	"	"	"	"	"	"	*	*	*
George E. Elliot	AP 13	1940	1940	"	"	"	"	"	"	*	*	*
Heywood	AP 12	1940	1940	"	"	"	"	"	"	*	*	*
Barnett	AP 11	1940	1940	7,857[1]	466′ 0″	64′ 0″	25′ 4″	8,000[2]	16.0	*	*	*
McCawley	AP 10	1940	1940	7,858[1]	"	"	"	"	"	*	*	*
Zeilin	AP 9	1940	1940	14,123	517′ 0″	72′ 2″	27′ 8″	12,000	18.0	*	*	*
Harris	AP 8	1940	1940	14,119	"	"	"	"	"	*	*	*
Wharton	AP 7	1940	1940	13,788	516′ 6″	"	"	12,500	18.5	*	*	*
Wm. W. Burrows	AP 6	1940	1940	4,576	370′ 0″	53′ 2″	20′ 0″	3,500[2]	14.0	*	*	*
Chaumont	AP 5	1920	1921	10,700	448′ 0″	58′ 3″	23′ 0″	6,000	15.0	*	*	250
Henderson	AP 1	1914	1917	10,000	483′10″	61′ 1″	19′11″	4,000	14.0	8–5″/51	2–3″/50	425
TWO HOSPITAL SHIPS (AH)												
Solace	AH 5	1940	1940	6,209	394′ 8″	62′ 2″	19′ 4″	8,500	18.0	None	None	400
Relief	AH 1	1916	1920	9,800	483′10″	61′ 1″	19′ 7″	5,250	16.0	"	"	400

(M): Former Maritime Commission Vessel. (1): Standard Tonnage. (2): Diesels. (*): No information available.

Note: Eleven additional vessels of various types were in process of acquisition January 7, 1941.

SEAPLANE TENDERS (AV-AVP-AVD)

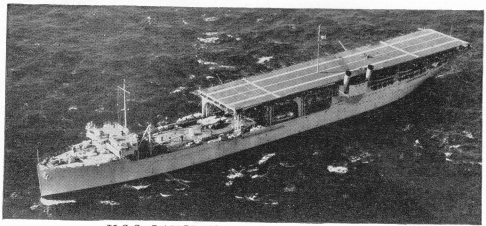


U.S.S. CURTISS (AV4) *Official U. S. Navy Photo*

Our first built-for-the-purpose Seaplane Tender. Her details have not been released. Foreign vessels of her type are equipped with catapults and handle both large and small seaplanes. The CURTISS carries fuel, ammunition and spare-parts for attached aircraft, providing full repair facilities. She serves as a mobile base for two or more Patrol Squadrons.

A war-begun Hog Islander, completed as a Seaplane Tender in 1921. She has seen continuous service and is now attached to Patrol Wing Two — normally basing at Pearl Harbor, Hawaii. Equipped to mother two Patrol Squadrons — 24 Flying Boats. Two sister ships are on the Navy List, the Submarine Tender ARGONNE and the Transport CHAUMONT.

U.S.S. WRIGHT (AV1) *Official U. S. Navy Photo*



U.S.S. LANGLEY (AV3) *Official U. S. Navy Photo*

The old "Covered Wagon," completed as the Collier JUPITER in 1913—our first large electrically driven vessel. Rebuilt after the War, she became an Aircraft-Carrier in 1922. After fifteen years of faithful service she was again converted in 1937—losing some 40% of her flight-deck, and is now classed as a Seaplane Tender. She carries a three-plane Utility Unit and has been operating in the Philippines with Squadrons from Patrol Wing Two.

FOURTEEN BOATS: EX-DESTROYERS—CONVERTED IN 1938-1940 (AVD)

No.	Name	First Comm.
1	CHILDS (Ex-241)	1920
2	WILLIAMSON (244)	1920
3	G. E. BADGER (196)	1920
4	CLEMSON (186)	1919
5	GOLDSBOROUGH (188)	1920
6	HULBERT (342)	1920
7	W. B. PRESTON (344)	1920
8	BELKNAP (251)	1919
9	ORMOND INGRAM (255)	1919
10	BALLARD (267)	1919
11	THORNTON (270)	1919
12	GILLIS (260)	1919
13	GREENE (266)	1919
14	MCFARLAND (237)	1919

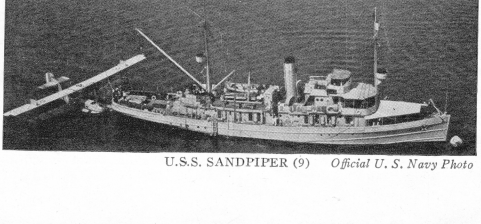
U.S.S. GEO. E. BADGER (3) *Official U.S.N. Photo*

Flush-deckers of the 1190-ton type. Two stacks, two four-inch guns and all tubes removed. Small AA's and large plane-fuel tanks installed. Speed and horsepower since conversion unknown. Seaplane Tenders are attached to, and identified with, the Patrol Wings. The G. E. BADGER operates from Norfolk with Patrol Wing Five.

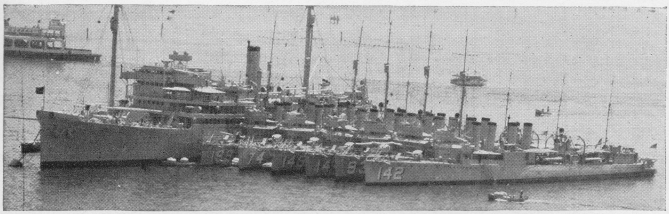
NINE BOATS: EX-MINESWEEPERS, "BIRD CLASS" OF 1917 (AVP)

No.	Name	First Comm.
1	LAPWING	1918
2	HERON	1918
3	THRUSH	1919
4	AVOCET	1918
5	TEAL	1918
6	PELICAN	1918
7	SWAN	1919
8	GANNET	1919
9	SANDPIPER	1919

With a wartime F5L Seaplane taking gas astern. The "Bird Boats" will be replaced by the new BARNEGAT type Tenders shortly.



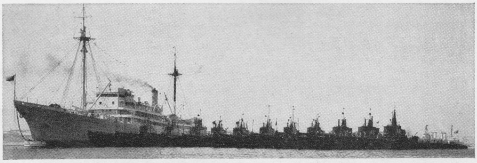
U.S.S. SANDPIPER (9) *Official U. S. Navy Photo*



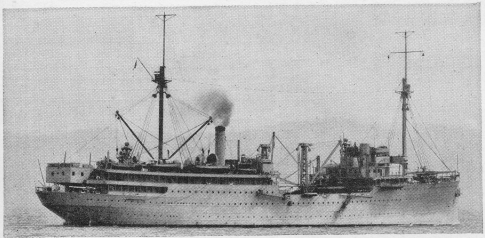
U.S.S. WHITNEY—DESTROYER TENDER (AD 4) *Official U. S. Navy Photo*

Swinging from a buoy with six flush-deckers nested alongside. The 143 and 93 are now H.M.S. LINCOLN and H.M.S. RICHMOND. The 74 is a Fast Transport. The WHITNEY mothers Squadrons Five and Nine of Flotilla One, Battle Force. She carries a store of spares for her charges . . . parts, torpedoes and ammunition; providing them with a mobile base and repair facilities. The WHITNEY and DOBBIN are sisters. They have geared turbines driving single-screws. All existing AD's are turbine driven but the BLACK HAWK and BRIDGEPORT. Few details of the new PRAIRIE and DIXIE (see page 36) have been released. Three additional Destroyer Tenders were ordered from the Sun Yard in mid-December 1940. Reported to be sisters of the Camden-built DIXIE and PRAIRIE.

Mothering eleven Submarines of the "C," "P" and "S-types," numbered left to right: 182, 183, 186, 176, 180, 170, 171, 184, 187, 185 and 188. The PICKEREL (176) is now with the Asiatic Fleet. The others base at San Diego or Pearl Harbor. The HOLLAND is attached to Submarine Squadron Six, normally operating with the Battle Force. She has geared turbines driving one screw.

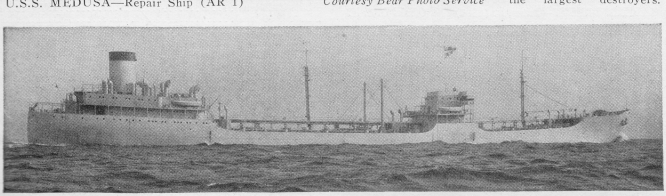


U.S.S. HOLLAND—SUBMARINE TENDER (AS 3) *O. A. Tunnell*



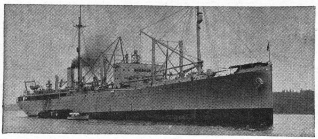
U.S.S. MEDUSA—Repair Ship (AR 1) *Courtesy Bear Photo Service*

Latest of the three now in service. Four are building, the VULCAN at Camden and three unnamed sisters at Los Angeles. The Repair Ships carry fully equipped machine shops and foundries. Their artisans overhaul and replace all manner of gear, from the finest optical instruments to the heaviest machinery. Only heavy hull repairs that require docking are beyond their skills. To meet this contingency the Navy has sea-going Dry-Docks that are towed to advance bases. The first of these (the ARD-1) can dock the largest destroyers.



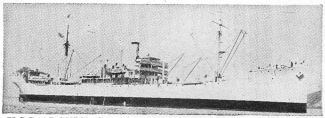
U.S.S. CIMARRON—Oiler (AO 22) *Photo by Green Studios, Chester, Pa.*

First of twelve new Oilers, a joint Navy-Maritime Commission design with national defense features worked in. Nine of the ships were assigned to commercial operators but have or will be added to the Navy's Tanker Fleet. They are faster and larger than the Navy's older Oilers, with nearly doubled cargo capacity—147,150-barrels against the next largest's 75,165. The CIMARRON's twin-screwed geared-turbines turned up 19.6-knots on trial. Many other Maritime Commission-designed vessels have been acquired by the Navy and added to the Train. They are largely manned by Reserves.



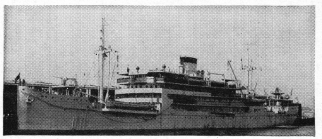
U.S.S. PYRO—Ammunition Ship (AE-1) *Official U. S. N.*

One of four. The NITRO and PYRO were built as AE's. Geared-turbines, twin-screws. The LASSEN and KILAUEA, named for Volcanoes, are converted C-2 Cargo Ships acquired during 1940.



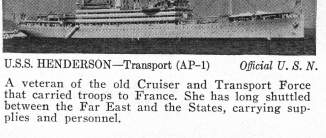
U.S.S. ARCTIC—Storeship (AF-7) *Courtesy Neptune*

Representing fourteen Store and Cargo ships. The Storeships have extensive refrigerated space and are familiarly known as "Beef Boats." All but the BRIDGE are converted merchantmen.



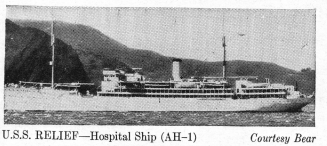
U.S.S. BURROWS—Transport (AP-6) *Official U. S. N.*

A former Grace Liner, smallest of the Navy's newly acquired Transports. Several AP's and six ex-destroyer Fast Transports (APD's) are equipped to carry Marine Defense Battalions.



U.S.S. HENDERSON—Transport (AP-1) *Official U. S. N.*

A veteran of the old Cruiser and Transport Force that carried troops to France. She has long shuttled between the Far East and the States, carrying supplies and personnel.



U.S.S. RELIEF—Hospital Ship (AH-1) *Courtesy Bear*

A seagoing non-combatant. Two are in service. The RELIEF was built-for-the-purpose. The SOLACE is a former New York-Miami Liner. Both are equipped to handle all medical emergencies.

MERCHANT VESSELS ACQUIRED DURING 1939-1940 FOR CONVERSION INTO FLEET AUXILIARIES

Navy Name	Former Name
SEAPLANE TENDERS (AV)	
TANGIER	S.S. Sea Arrow
POCOMOKE	S.S. Exchequer
SUBMARINE TENDERS (AS)	
GRIFFIN	S.S. Mormacpenn
PELIAS	S.S. Mormacyork
OILERS (AO)	
CIMARRON	
NEOSHO	
PLATTE	
SABINE	S.S. Esso Albany
SALAMONIE	S.S. Esso Columbia
KASKASKIA	S.S. Esso Richmond
SANGAMON	S.S. Esso Trenton
SANTEE	S.S. Seakay
Unnamed	S.S. Esso Annapolis
Unnamed	S.S. Esso New Orleans
Unnamed	S.S. Esso Raleigh
Unnamed	S.S. Markay
AMMUNITION SHIPS (AE)	
KILAUEA	M.S. Surprise
LASSEN	M.S. Shooting Star
STORE SHIPS (AF–AKI)	
POLARIS	M.S. Donald McKay
ALDEBARAN (7,169-tons)	S.S. Stag Hound
CARGO SHIPS (AK)	
POLLUX	S.S. Comet
PROCYON	M.S. Sweepstakes
CASTOR	S.S. Challenge
ARCTURUS	M.S. Mormachawk
TRANSPORTS (AP)	
HARRY LEE	S.S. Exochorda
NEVILLE	S.S. City of Norfolk
WILLIAM P. BIDDLE	S.S. City of San Francisco
FULLER	S. S. City of Newport News
GEORGE FOX ELLIOT	S.S. City of Los Angeles
HEYWOOD	S.S. City of Baltimore
BARNETT	M.S. Santa Maria
McCAWLEY	M.S. Santa Barbara
ZEILIN	S.S. President Jackson
HARRIS	S.S. President Grant
WHARTON	S.S. Southern Cross
WM. WARD BURROWS	S.S. Santa Rita
HOSPITAL SHIP (AH)	
SOLACE	S.S. Iroquois
MISCELLANEOUS (AG) and Unspecified	
BOWDITCH (Survey)	M.S. Santa Inez
KUALA (932-tons)	M.S. Cubahama
Unnamed (8,188-tons)	S.S. Dixie
Unnamed (6,750-tons)	S.S. Fred Morris

YACHTS ACQUIRED DURING 1940 FOR CONVERSION INTO PATROL CRAFT

Navy Name	Former Name
SUBMARINE CHASERS (PC)	
PC454 (103-tons)	ARLIS
PC455 (105-tons)	KATOURA
PC456 (194-tons)	ONWEGO
PC457 (125-tons)	TROUPER
PC458 (164-tons, Steam)	EVELYN R II
PC459 (513-tons)	ENTROPY
PC460 (373-tons)	ELDA
PC509 (356-tons)	VARA
PC510 (80-tons)	SYBARITA
(A tenth PC is now listed with District Craft)	
YACHTS (PY)	
SYLPH (PY12) 596-tons	Intrepid
SIREN (PY *) 662-tons	Lotosland
ARGUS (PY *) 704-tons	Haida
ZIRCON (PY *) 958-sons	Nakhoda
CORAL (PY *) 726-tons	Yankee Clipper
COASTAL YACHTS (PYc)	
EMERALD (PYc1) 104-tons	Savitar
AMETHYST (PYc *) 350-tons	Samona II
SAPPHIRE (PYc *) 466-tons	Buccaneer
ONYX (PYc *) 190-tons	Pegasus
AGATE (PYc *) 161-tons	Stella Polaris
JADE (PYc *) 582-tons	Doctor Brinkley
AMBER (PYc *) 253-tons	Polaris
Unnamed (PYc *) 248-tons	Colleen
Unnamed (PYc *) 83-tons	Seawolf
GUNBOATS (PG)	
NIAGARA (PG52) 1,333-tons	Hi-Esmaro
VIXEN (PG53) 3,015-tons	Orion
ST. AUGUSTINE (PG54) 1,300-tons (Steam)	Noparo
JAMESTOWN (PG55) 2,076-tons	Alder

OCEAN GOING TUGS (AT)

No.	Name	First Comm.
66	CHEROKEE	1940
65	SEMINOLE	1940
64	NAVAJO	1940

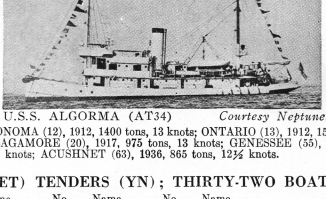
New 1,450-ton deep-sea Tugs, fully equipped for salvage duties. Their diesel-electric engines develop 3000-H.P. for 16.5-knots. They carry 55-men. Dimensions 210 x 38'-6". Armament unannounced.

U.S.S. SEMINOLE (AT65) *Official U.S.N. Photo*

Other small auxiliaries of similar size are building, six Submarine Rescue Vessels (ASR 7-11) and four 1,650-ton Seaplane Tenders of the BARNEGAT type (AVP 10-13). Later AVP's are larger. The SEMINOLE Class Tugs are attached to the Base Force, U.S. Fleet.

(21 to 39 Class)

39	MONTCALM	1921
38	KEOSAUQUA	1920
37	IUKA	1920
34	ALGORMA	1920
33	PINOLA	1920
32	NAPA	1919
30	SCIOTA	1919
29	MAHOPAC	1919
28	SUNNADIN	1919
27	TATNUCK	1919
26	WANDANK	1920
25	UMPQUA	1919
24	KEWAYDIN	1919
23	KALMIA	1919
21	BAGADUCE	1919



U.S.S. ALGORMA (AT34) *Courtesy Neptune.*

The ALGORMAS vary between 1,030 and 1,080 tons. Their 1,800-H.P. triple-expansion engines drive single-screws. Speed: 13-knots. They carry two 3-inch 50-cal. guns. The AT's carry Indian names, either of Tribes or Warrior Chiefs.

Seven other Ocean-Going Tugs: SONOMA (12), 1912, 1400 tons, 13 knots; ONTARIO (13), 1912, 1560 tons, 13 knots; ALLEGHENY (19), 1918, 975 tons, 14 knots; SAGAMORE (20), 1917, 975 tons, 13 knots; GENESSEE (55), 1917, 1140 tons, 15 knots; BAY SPRING (60), 1921, 775 tons, 11 knots; ACUSHNET (63), 1936, 865 tons, 12¾ knots.

BOOM (NET) TENDERS (YN); THIRTY-TWO BOATS OF 1940

No.	Name	No.	Name	No.	Name	No.	Name
1	ALOE	9	DOGWOOD	17	LOCUST	25	REDWOOD
2	ASH	10	EBONY	18	MAHOGANY	26	ROSEWOOD
3	BIRCH	11	EUCALYPTUS	19	MANGO	27	SANDALWOOD
4	BUTTERNUT	12	FIR	20	MAPLE	28	SYCAMORE
5	CATALPA	13	GUM-TREE	21	MIMOSA	29	TEABERRY
6	CHESTNUT	14	HOLLY	22	MULBERRY	30	TEAK
7	CINCHONA	15	JUNIPER	23	PALM	31	WALNUT
8	COTTONWOOD	16	LARCH	24	POPLAR	32	YEW

Near-duplicates of the British BAYONET Class Net Tenders, 500-tonners with odd rounded sterns and protruding prows; about 160-feet overall. They will lay and tend anti-submarine nets protecting harbor entrances and Fleet anchorages.

Eighteen Boom Gate Vessels (YNg1-18) are building. During 1940 the Navy ordered 166 small District Craft of various types, Lighters, Barges, Tugs and Tenders. Thirty-four others were purchased and converted to Navy use. In addition, 1,404 "Small Boats" were ordered, including 564 folding Rubber Boats for Seaplanes.

MISCELLANEOUS AUXILIARIES (AG)

Name	No.	Type	First Comm	Name	No.	Type	First Comm.
HANNIBAL	AG 1	Survey Ship (Ex-AC)	1898	SEQUOIA	AG 23	Yacht	1933
ANTARES	" 10	Target Repair (Ex-AK)	1922	SEMMES	" 24	Exp. Ship (Ex-DD189)	1920
GOLD STAR	" 12	Station Ship, Samoa (Ex-AK12)	1922	POTOMAC	" 25	Presidential Yacht	1936
UTAH	" 16	Mobile Target (Ex-BB31)	1911	CUYAHOGA	" 26	Ex-C. Gd. Patrol Boat	1935
WYOMING	" 17	Training Ship (Ex-BB32)	1912	R. L. BARNES	" 27	Oil Depot, Guam (AO14)	1918
BOGGS	" 19	Mobile Target (Ex-DD136)	1918	BEAR	" 29	Ex-C. Gd. Cutter	1876
LAMBERTON	" 21	Mobile Target (Ex-DD119)	1918	BOWDITCH	" 30	Ex-S.S. Santa Inez, Survey Ship	1940
				SUMNER	" 31	Ex-Bushnell (AS2), Survey Ship	1913

UNCLASSIFIED (Relics, Hulks and Obsolete Vessels used for Training Purposes)

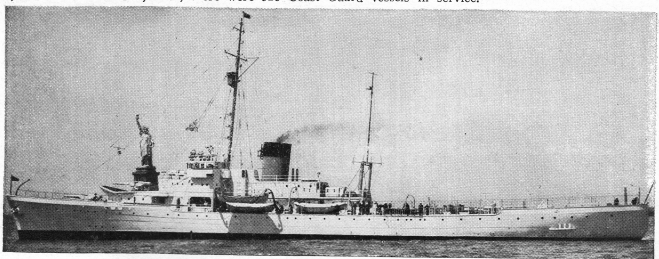
Name	Type	Duty	Name	Type	Duty
AMERICA	Racing Yacht	Relic	NEWTON	Cargo Ship	Training Ship
CONSTELLATION	Old Frigate	Relic	OLYMPIA	Old Cruiser (ex-CL 15)	Relic
CONSTITUTION	Old Frigate	Relic	OREGON	Battleship (ex-BB 3)	Relic
DESPATCH (ex-Boston)	Old Cruiser	Receiving Ship	PADUCAH	Gunboat (ex-PG 18)	Training Ship
DUBUQUE	Gunboat (ex-PG 17)	Training Ship	REINA MERCEDES	Spanish Cruiser, Prize	Receiving Ship
HARTFORD	Old Corvette	Relic	SEATTLE	Cruiser (ex-CA 11)	Receiving Ship
HAWK	Old Yacht (ex-PY 2)	Training Ship	WHEELING	Gunboat (ex-PG 14)	Training Ship
PRAIRIE STATE (ex-Ill.	Battleship (ex-BB 7)	Training Ship	WILMETTE	Ex-Passenger Ship	Training Ship
KEARSARGE	Craneship (ex-BB 5)	Hulk	DOVER (Ex-Wilm'g't'n	Gunboat (ex-PG 8)	Training Ship

YARD AND DISTRICT CRAFT

The utilitarian Navy behind the Active Forces—consisting of Harbor Tugs, assorted Barges and Lighters carrying Fuel, Water, Freight and Garbage, Ferry Boats and Launches, and the small Patrol Craft assigned to the several Navy Districts. In addition there are Seaplane Wrecking Derricks, Dredges, Pile-Drivers, Floating Derricks and Salvage Craft, all quietly doing their part—unnoticed by the nation they serve.

THE UNITED STATES COAST GUARD

The Coast Guard constitutes a part of the military forces of the United States, operating under the Treasury in time of peace and as a part of the Navy in time of war or when the President shall so direct. Its principal duties in peacetime are the enforcement of maritime and customs laws, operating aids to navigation, protecting fisheries, iceberg patrol, the saving of life and rendering assistance to vessels in distress. Established in 1790, the Coast Guard is an amalgamation of three Services. The old Revenue Cutter and Life Saving Services were combined in 1915. The Lighthouse Service became part of the Coast Guard on July 1, 1939. On October 1, 1940, there were 525 Coast Guard vessels in service.



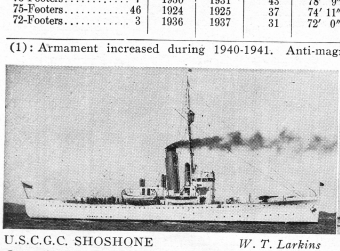
U.S.C.G. CUTTER HAMILTON *James Downey*

One of seven new 327-foot Cutters: the CAMPBELL (65), INGHAM (66), DUANE (67), TANEY (68), HAMILTON (69), SPENCER (70) and BIBB (71). Their names honor former Secretaries of the Treasury. Most of the older Cutters carry Indian names. The HAMILTONS have a range of 8,000-miles at 12.5-knots. Hull and machinery similar to the ERIE Class Gunboats. Geared-turbines, twin-screws. All were built at Navy Yards: 65-68, Philadelphia; 69-70, New York; 71, Charleston.

U. S. COAST GUARD CUTTERS AND PATROL CRAFT

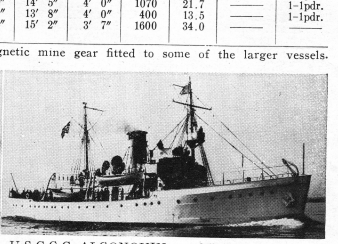
Type	Number in Class	Built		Standard Tonnage	Dimensions			Machinery		Armament (1)	
		Begun	Completed		Length Overall	Beam	Mean Draft	H.P.	Speed	Main	Secondary
HAMILTON CLASS	7	1934	1937	2216	327′ 0″	41′ 0″	12′ 6″	6200	20.0	2–5″/51	8–MGAA
ALGONQUIN CLASS	6	1931	1935	1065	165′ 0″	36′ 0″	13′ 7″	1500	13.5	2–3″/50	2–6pdr.
CHELAN CLASS	10	1928	1932	1979	250′ 0″	42′ 0″	16′ 0″	3220	16.0	2–5″/51	2–6pdr.
NORTHLAND (44)	1	1926	1928	2065	216′ 0″	39′ 0″	15′ 0″	1200	11.0	2–4″/50	2–6pdr.
SHAWNEE (40)	1	1921	1922	900	158′ 3″	30′ 0″	13′ 10″	1800	13.0	——	2–1pdr.
TAMPA CLASS	4	1920	1921	1780	240′ 0″	39′ 0″	16′ 6″	2600	15.0	2–5″/51	1–3″AA
REDWING (Ex-Navy)	1	1918	1919	1215	187′ 10″	35′ 6″	12′ 4″	1400	12.8	2–3″/23	2–1pdr.
KICKAPOO	1	1918	1919	840	157′ 4″	35′ 0″	12′ 0″	1000	11.0	——	2–1pdr.
OSSIPEE (26)	1	1914	1915	997	165′ 10″	32′ 0″	11′ 9″	1000	12.0	2–3″/50	2–6pdr.
TALLAPOOSA (27)	1	1914	1915	964	165′ 10″	32′ 0″	11′ 0″	1000	12.0	2–3″/50	2–6pdr.
UNALGA (23)	1	1911	1912	1181	190′ 0″	32′ 0″	14′ 2″	1000	13.0	——	2–6pdr.
PAMLICO (15)	1	1906	1907	455	158′ 0″	30′ 0″	5′ 8″	600	10.0	——	2–6pdr.
CARRABASSET (Tug)	1	1918	1919	1133	155′ 10″	30′ 0″	17′ 7″	1800	11.9	——	2–1pdr.
PATROL BOATS											
165-Footers	17	1931	1934	337	165′ 0″	25′ 3″	9′ 6″	1300	16.5	1–3″/23	2–1-pdr.
125-Footers	32	1925	1927	220	125′ 0″	23′ 6″	9′ 0″	300	14.0	1–3″/23	——
100-Footers	1	1924	1925	210	99′ 8″	23′ 0″	8′ 0″	350	11.0	1–3″/23	——
80-Footers	10	1936	1937	47	80′ 9″	15′ 8″	4′ 0″	1600	25.0	——	1–1pdr.
78-Footers	7	1930	1931	43	78′ 9″	14′ 5″	4′ 0″	1070	21.7	——	1–1pdr.
75-Footers	46	1924	1925	37	74′ 11″	13′ 8″	4′ 0″	400	13.5	——	1–1pdr.
72-Footers	3	1936	1937	31	72′ 0″	15′ 2″	3′ 7″	1600	34.0	——	——

(1): Armament increased during 1940-1941. Anti-magnetic mine gear fitted to some of the larger vessels.



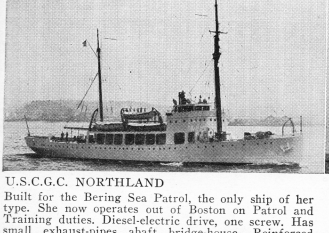
U.S.C.G.C. SHOSHONE *W. T. Larkins*

One of ten 250-footers: CHELAN (45), PONTCHARTRAIN (46), TAHOE (47), CHAMPLAIN (48), MENDOTO (49), ITASCA (50), SEBAGO (51), SARANAC (52), SHOSHONE (53) and CAYUGA (54). Turbo-electric drive, one screw. Builders: 45-49, Bethlehem, Quincy; 50-53, General, Oakland, Cal.; 54, United D. D.



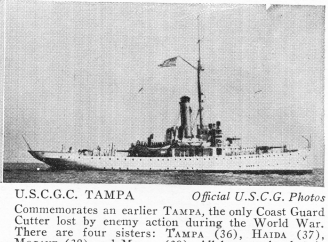
U.S.C.G.C. ALGONQUIN *Official U.S.C.G. Photo*

Representing six 165-foot Cutters, Ice-Breakers with strengthened bows: ESCANABA (55), ALGONQUIN (56), COMANCHE (57), MOHAWK (58), ONONDAGA (59) and TAHOMA (60). Their geared turbines drive one screw. Builders: 55, 59-60, Defoe, Bay City, Mich.; 56-58, Pusey & Jones, Wilmington, Del.



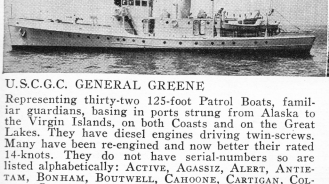
U.S.C.G.C. NORTHLAND

Built for the Bering Sea Patrol, the only ship of her type. She now operates out of Boston on Patrol and Training duties. Diesel-electric drive, one screw. Has small exhaust-pipes abaft bridge-house. Reinforced bows for ice-breaking. Builder, NORTHLAND (44) Newport News S. B. Co.



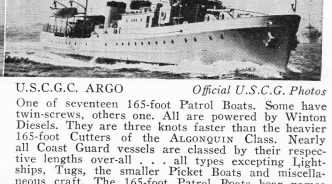
U.S.C.G.C. TAMPA *Official U.S.C.G. Photos*

Commemorates an earlier TAMPA, the only Coast Guard Cutter lost by enemy action during the World War. There are four sisters: TAMPA (36), HAIDA (37), MOJAVE (38) and MODOC (39). All have turbo-electric machinery driving one screw and were built by General Eng. & Dry Dock, Oakland, Cal.



U.S.C.G.C. GENERAL GREENE

Representing thirty-two 125-foot Patrol Boats, familiar guardians, basing in ports strung from Alaska to the Virgin Islands, on both Coasts and on the Great Lakes. They have diesel engines driving twin-screws. Many have been re-engined and now better their rated 14-knots. They do not have serial-numbers so are listed alphabetically: ACTIVE, AGASSIZ, ALERT, ANTIETAM, BONHAM, BOUTWELL, CAHOONE, CARTIGAN, COLFAX, CRAWFORD, DILIGENCE, DIX, EWING, FAUNCE, FREDERICK LEE, GENERAL GREENE, HARRIET LANE, JACKSON, KIMBALL, LEGARE, MARION, MCLANE, MORRIS, NEMAHA, PULASKI, RELIANCE, RUSH, TIGER, TRAVIS, VIGILANT, WOODBURY and YEATON. One Boat of this class has been turned over to the Navy.

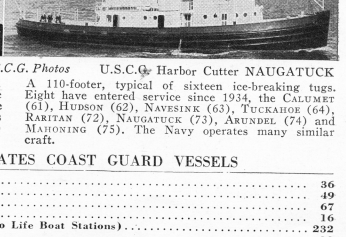


U.S.C.G.C. ARGO *Official U.S.C.G. Photos*

One of seventeen 165-foot Patrol Boats. Some have twin-screws, others one. All are powered by Winton Diesels. They are three knots faster than the heavier 165-foot Cutters of the ALGONQUIN Class. Nearly all Coast Guard vessels are classed by their respective lengths over-all . . . all types excepting Lightships, Tugs, the smaller Picket Boats and miscellaneous craft. The 165-foot Patrol Boats bear names taken from the Greek Mythology, duplicating those carried by many British warships: ARGO, ATALANTA, AURORA, CALYPSO, CYANE, DAPHNE, DIONE, GALATEA, HERMES, ICARUS, NEMESIS, NIKE, PANDORA, PERSEUS, THETIS and TRITON. An eighteenth boat of the type, the ELECTRA, is now the Presidential Yacht POTOMAC.

U.S.C.G. CG-411 *Official U.S.C.G. Photos*

An 80-footer, one of ten now in service. The CG-411 patrols the Fleet's anchorage at San Pedro. Note the vertically-striped Coast Guard Ensign, carried at the fore by all commissioned craft. Nine 80-footers (CG406-414) are gasoline powered, the tenth (CG-9) has semi-diesels.



U.S.C.G. Harbor Cutter NAUGATUCK

A 110-footer, typical of sixteen ice-breaking tugs. Eight have entered service since 1934, the CALUMET (61), HUDSON (62), NAVESINK (63), TUCKAHOE (64), RARITAN (72), NAUGATUCK (73), ARUNDEL (74) and MAHONING (75). The Navy operates many similar craft.

SUMMARY OF UNITED STATES COAST GUARD VESSELS

Cruising Cutters	36
Patrol Boats (125 to 165-foot)	49
Patrol Boats (72 to 100-foot)	67
Harbor Craft, Tugs	16
Picket Boats (65-foot and smaller, mostly assigned to Life Boat Stations)	232
Lightships (30) and Relief Lightships (9)	39
Lighthouse Tenders (18 displace over 1,000-tons)	71
Miscellaneous auxiliaries including Training Ships	15
Total on List, October 1, 1940, including two vessels then building	525

SHIP	Type and Serial Number	Data on Page
A		
AARON WARD	DD483	14
Aaron Ward	DD132	17
Abbot	DD184	17
Abel P. Upshur	DD193	17
ABNER READ	DD526	14
ACTIVE	C.G.	43
ACUSHNET	AT63	41
AGASSIZ	C.G.	43
AGATE	PYc	40
ALABAMA	BB60	4
ALASKA	Cruiser	9
ALBACORE	SS218	18
ALBANY	CA72	9
ALBATROSS	AM	21
ALDEBARAN	AK	40
ALDEN	DD211	16
ALGONQUIN	C.G.	42
ALGORMA	AT34	41
ALLEGHENY	AT19	41
ALLEN	DD66	17
ALOE	YN1	41
ALTAIR	AD11	36
AMBER	PYc	40
AMBERJACK	SS210	18
AMERICA	Yacht	41
AMETHYST	PYc	40
AMMEN	DD527	14
AMSTERDAM	CL59	11
ANDERSON	DD411	15
ANGLER	SS240	18
Annapolis (RN)	Ex-DD175	17
ANTARES	AG10	40
ANTHONY	DD515	14
Anthony	DD172	17
ARCTIC	AF7	37
ARCTURUS	AK	37
ARGO	C.G.	43
ARGONAUT (A-1)	SM-1	20
ARGONNE	AS10	36
ARGUS	PY	40
ARIADNE	C.G.	43
ARIZONA	BB39	6
ARKANSAS	BB33	7
ARLIS	PC454	40
AROOSTOOK	CM3	21
ARUNDEL	C.G.	43
ASH	YN2	41
ASHEVILLE	PG21	23
ASTORIA	CA34	10
ATALANTA	C.G.	43
ATLANTA	CL51	11
AUGUSTA	CA31	11
AUK	AM57	21
AULICK	DD569	14
Aulick	Ex-DD258	17
AURORA	C.G.	43
AVOCET	AVP24	22
AYLWIN	DD355	16
B		
BABBITT	DD128	17
BACHE	DD470	14
BADGER	DD126	17
BAGADUCE	AT21	41
BAGLEY	DD386	15
Ex-Bagley (Doran)	Ex-DD185	17
BAILEY	DD492	14
Bailey	Ex-DD269	17
BAINBRIDGE	DD246	16
BALCH	DD363	13
BALLARD	AVP30	38
BALTIMORE	CA68	9
BANCROFT	DD598	14
Bancroft	Ex-DD256	17
BARB	SS220	18
BARKER	DD213	16
BARNEGAT	AVP10	36
BARNETT	AP11	37
BARNEY	DD149	17
BARRAC'DA (B-1)	SS163	20
BARRY	DD248	16
BARTON	DD599	14
BASHAW	SS241	18
BASS (B-1)	SS164	20
Bath (R.N.)	Ex-DD181	17
BAY SPRING	AT60	41
BEALE	DD471	14
BEAR	AG29	41
BEATTY	DD528	14
BEAVER	AS5	36
BELKNAP	AVD8	38
BELL	DD587	14
Bell	DD95	17
Belmont (R.N.)	Ex-DD190	17
BENHAM	DD397	15
BENNETT	DD473	14
BENSON	DD421	14
BERNADOU	DD153	17
Beverley (RN)	Ex-DD197	17
BIBB	C.G.	42
BIDDLE	DD151	17
Billingsley	DD293	17
BILOXI	CL80	11
BIRCH	YN3	41
BIRMINGHAM	CL62	11
BISCAYNE	AVP11	36
BITTERN	AM36	22
BLACKFISH	SS221	18
BLACK HAWK	AD9	36
BLAKELEY	DD150	17
BLUE	DD387	15
BLUEBIRD	AM	21
BLUEFISH	SS222	18
BLUEGILL	SS244	18
BLUE JAY	AMc	22
BOBOLINK	AM2	22
BOGGS	AG19	41
BOISE	CL47	12
BONEFISH	SS223	18
BONHAM	C.G.	43
BON HOMME RICHARD	CV10	7
BOREAS	AF8	37
BORIE	DD215	16
BOSTON	CA69	9
Ex-Boston (Despatch)	Uncl.	41
BOUTWELL	C.G.	43
BOWDITCH	AG30	41
BOYD	DD544	14
BOYLE	DD600	14
BRADFORD	DD545	14
Bradford (R.N.)	Ex-DD244	17
Branch	DD197	17
BRANT	AM24	22
BRAZOS	AO4	37
BREAM	SS243	18
Breck	DD283	17
BRECKINRIDGE	DD148	17
BREESE	DM18	21
BRIDGE	AF1	37
BRIDGEPORT	AD10	36
Brighton (R.N.)	Ex-DD195	17
BRISTOL	DD453	14
BROADBILL	AM58	21
Br'dwater (RN)	Ex-DD191	17
Broadway (RN)	Ex-DD194	17
BROOKLYN	CL40	12
BROOKS	DD232	16
BROOME	DD210	16
BROWN	DD546	14
BROWNSON	DD518	14
Bruce	DD329	17
BUCHANAN	DD484	14
Buchanan	Ex-DD131	17
BUCK	DD420	15
BUFFALO	CL99	11
BULLFINCH	AM	21
BULMER	DD222	16
BUNKER HILL	CV17	7
BUNTING	AMc	22
Burnham	Ex-DD258	17
BURNS	DD588	14
Burns	DD171	17
BURROWS	AP6	37
Burwell (R.N.)	Ex-DD263	17
BUSH	DD529	14
Bush	DD166	17
Ex-Bushnell (Sumner)	AG31	41
BUTTERNUT	YN4	41
Buxton	Ex-DD265	17
C		
CABOT	CV16	7
CACHALOT (C-1)	SS170	19
CAHOONE	C.G.	43
Caldwell	DD69	17
Caldwell (R.N.)	Ex-DD133	17
CALIFORNIA	BB44	5
CALUMET	C.G.	43
Cambeltown (RN)	Ex-DD131	17
CAMDEN	AS6	36
Cameron (RN)	Ex-DD257	17
CAMPBELL	C.G.	42
CANARY	AMc	22
CANOPUS	AS9	36
CAPELLA	AK13	37
CAPPS	DD550	14
CARDINAL	AM	21
CARMICK	DD493	14
CARRABASSET	C.G.	42
CARTIGAN	C.G.	43
CASCO	AVP12	36
CASE	DD370	16
Case	DD285	17
CASSIN	DD372	16
Castleton (RN)	Ex-DD182	17
CASTOR	AK	37
CATALPA	YN5	41
CATBIRD	AM	21
CAVALLA	SS244	18
CAYUGA	C.G.	42
CERO	SS225	18
CHAMPLAIN	C.G.	42
CHAMPLIN	DD601	14
Champlin	DD104	17
CHANDLER	DD206	16
CHARETTE	DD581	14
CHAS. AUSBURN	DD570	14
Charles Ausburn	DD294	17
CHAS. F. HUGHES	DD428	14
CHARLESTON	PG51	22
Ch'lestown (RN)	Ex-DD184	17
Chase	DD323	17
CHATTERER	AMc	22
CHAUMONT	AP5	37
Chauncey	DD296	17
CHELAN	C.G.	42
Chelsea (RN)	Ex-DD183	17
CHEROKEE	AT66	41
CHESTER	CA27	11
Chesterfield (RN)	Ex-DD195	17
CHESTNUT	YN6	41
CHEVALIER	DD451	14
CHEW	DD106	17
CHEWINK	ASR9	22
CHEYENNE	CL86	11
CHICKADEE	AM59	21
CHICAGO	CA29	11
CHILDS	AVD1	38
Churchill (RN)	Ex-DD198	17
CIMARRON	AO22	37
CINCHONA	YN7	41
CINCINNATI	CL6	12
Clare (RN)	Ex-DD193	17
CLARK	DD361	13
CLAXTON	DD571	14
Claxton	DD140	17
CLEMSON	AVD4	38
CLEVELAND	CL55	11
COBIA	SS245	18
COCKATOO	AMc	22
COD	SS224	18
Coghlan	DD326	17
COLE	DD155	17
COLFAX	C.G.	43
COLHOUN	APD	17
COLORADO	BB45	5
COLUMBIA	CL56	11
Columbia (RN)	Ex-DD183	17
COLUMBUS	CA74	9
COMANCHE	C.G.	42
CONCORD	CL10	12
CONDOR	AMc	22
CONNER	DD582	14
Conner	DD72	17
CONSTELLAT'N	Frigate	41
CONSTITUTION	Frigate	41
CONVERSE	DD509	14
Converse	DD291	17
CONWAY	DD507	14

(C.G.): Coast Guard. (R.N.): Royal Navy. NOTE: Small type indicates nanae change or that ship is no longer on the Register.

SHIP	Type and Serial Number	Data on Page
C		
Conway (Ex-Craven)	DD70	17
CONY	DD508	14
CONYNGHAM	DD371	16
CORAL	PY	40
CORMORANT	AM20	22
CORRY	DD463	14
Corry	DD334	17
CORVINA	SS226	18
COTTONWOOD	YN8	41
COWELL	DD547	14
Cowell	DD167	17
COURSER	AMc	22
CRANE	DD109	17
CRAVEN	DD382	15
Ex-Craven (Conway)	DD70	17
CRAWFORD	C.G.	43
CROAKER	SS246	18
CROSBY	DD164	17
CROSSBILL	AMc	22
CROW	AMc	22
Crowninshield	DD134	17
CUMMINGS	DD365	15
CURLEW	AM	21
CURRITUCK	AV7	36
CURTISS	AV4	36
CUSHING	DD376	16
CUTTLEFISH (C-2)	SS127	18
CUYAHOGA	AG26	41
CUYAMA	AO3	37
D		
DACE	SS247	18
DAHLGREN	DD187	16
DALE	DD353	16
Dale	DD298	17
DALLAS	DD199	16
DALY	DD519	14
DAPHNE	C.G.	43
DARTER	SS227	18
DAVIS	DD395	13
DAYTON	CL78	11
DECATUR	DD341	16
DE HAVEN	DD469	14
De Long	DD129	17
Delphy	DD261	17
DENEBOLA	CD1	36
DENT	DD116	17
DENVER	CL58	11
DES MOINES	CA75	9
DESPATCH (Boston)	Uncl.	41
DETROIT	AD2	12
DEWEY	DD349	16
DICKERSON	DD157	17
DILIGENCE	C.G.	43
DIONE	C.G.	43
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DOWNES	DD375	16
Doyen	DD280	17
DRAYTON	DD366	15
DRUM	SS228	18
DUANE	C.G.	42
DUBUQUE	Uncl.	41
DULUTH	CL87	11
DUNCAN	DD485	14
DUNLAP	DD384	15
DU PONT	DD152	17
Dyer	DD84	17
DYSON	DD572	14
E		
EATON	DD510	14
EBERLE	DD430	14
EBONY	YN10	41
EDISON	DD439	14
EDSALL	DD219	16
Edwards	DD265	17
EGRET	AMc	22
EIDER	AM17	22
PC460 (ELDA)	PC460	40
ELLET	DD398	15
ELLIOT	DD146	17
ELLIS	DD154	17
ELLYSON	DD454	14
EMERALD	PYc1	40
EMMONS	DD457	14
ENDICOTT	DD495	14
ENTERPRISE	CV6	8
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ERICSSON	DD440	14
ERIE	PG50	22
ESCANABA	C.G.	42
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Evans	DD78	17
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EWING	C.G.	43
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Fairfax	DD93	17
FALCON	ASR2	22
FANNING	DD385	15
FARENHOLT	DD491	14
Farenholt	DD332	17
FARGO	CL85	11
FARLEY	DD496	14
Farquhar	DD304	17
FARRAGUT	DD348	16
Farragut	DD300	17
FAUNCE	C.G.	43
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FINCH	AM9	22
FIR	YN12	41
FIRECREST	AMc	22
FITCH	DD462	14
FLAMINGO	AMc	22
FLASHER	SS249	18
FLETCHER	DD445	14
FLICKER	AM	21
FLIER	SS250	18
FLINT	CL64	11
FLOUNDER	SS251	18
FLUSSER	DD368	16
Flusser	DD289	17
FLYING FISH	SS229	18
FOOTE	DD511	14
Foote	DD169	17
FORREST	DD461	14
FOX	DD234	16
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Fuller	DD297	17
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Georgetown(RN) Ex-	DD168	17
GILLIS	AVD12	38
GILMER	DD233	16
GLEAVES	DD423	14
GOFF	DD247	16
GOLD CREST	AM	21
GOLDFINCH	AM	21
GOLDSBOROUGH	AVD5	38
GOLDSTAR	AG312	41
GOSHAWK	AM	21
GRACKLE	AM	21
Graham	DD192	17
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GRAYBACK	SS208	18
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GRAYSON	DD435	14
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GREENE	AVD13	38
GREENLING	SS213	18
GREER	DD145	17
GREGORY	AVP	17
GRENADIER	SS210	18
GRIDLEY	DD380	15
Gridley	DD992	17
GRIFFIN	SS16	36
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GROUPER	SS214	18
GROUSE	AMc	22
GROWLER	SS215	18
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GWIN	DD433	14
Gwin	DD71	17
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HADDO	SS255	18
HADDOCK	SS231	18
HAGGARD	DD555	14
HAIDA	C.G.	43
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HAKE	SS257	18
HALFORD	DD480	14
HALIBUT	SS232	18
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HALLIGAN	DD584	14
HAMBLETON	DD455	14
HAMILTON	DD141	17
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HARADEN	DD585	14
Haraden	DD183	17
HARDER	SS257	18
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Hazelwood	DD107	17
HEATH HEN	AMc	22
HEERMAN	DD532	14
HELENA	CL50	12
HELM	DD388	15
HENDERSON	AP1	37
HENLEY	DD391	15
Henshaw	DD278	17
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HERON	AVP2	38
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HEYWOOD	AP12	37
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HOEL	DD533	14
HOGAN	DMS	17
HOLLAND	AS3	36
HOLLY	YN14	41
HONOLULU	CL48	12
Hopewell	DD181	17
HOPKINS	DD249	16
HORNBILL	AMc	22
HOUSTON	CA30	11
HOVEY	DD195	16
HOWARD	DMS	17
HUDSON	DD475	14
HUDSON	C.G.	43
HUGHES	DD410	15
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Hunt	DD194	17
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I		
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INDIANA	BB58	4
INDIANAPOLIS	CA35	10
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Ingraham	DD111	17
INTREPID	CV11	7
IOWA	BB61	4
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ISHERWOOD	DD520	14
Isherwood	DD284	17
Israel	DD196	17
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J. FRED TALBOTT	DD156	17
JOHN D. EDWARDS	DD216	16
JOHN D. FORD	DD228	16
JOHN D. HENLEY	DD553	14
John F. Burnes	DD399	15
JOHNSON	DD557	14
JOUETT	DD396	13
JUNEAU	CL52	11
JUNIPER	YN15	41
K		
Kalk	DD170	17
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KANAWHA	AO1	37
KANE	DD235	16
KASKASKIA	AO27	37
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KAWEAH	AO15	37
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Kennedy	DD306	17
KENNISON	DD138	17
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KESTREL	AMc	22
KEWAYDIN	AT24	41
KICKAPOO	C.G.	42
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KILLEN	DD593	14
KILTY	DD137	17
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Kimberly	DD80	17
KING	DD242	16
KINGFISH	SS234	18
KINGFISHER	AM25	22
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Lamson	DD328	17
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Lansdale	DD101	17
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La Vallette	DD315	17
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LITCHFIELD	DD336	16
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LITTLE ROCK	CL92	11
LIVERMORE	DD429	14
LOCUST	YN17	41
LONG	DD209	16
LONGSHAW	DD559	14
LONGSPUR	AMc	22
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LUCE	DD522	14
Luce	DD99	17
LUDLOW	DD438	14
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LUZON	PR7	23
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MACDONOUGH	DD351	16
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Mackenzie	DD175	17
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MACOMB	DD458	14
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MADISON	DD425	14
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MALLARD	ASR4	22
MANCHESTER	CL83	11
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Mansfield (RN)	Ex-DD78	17
MAPLE	YN20	41
MARBLEHEAD	CL12	12
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MAURY	DD401	15
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Melvin	DD335	17
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Mervine	DD322	17
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Meyer	DD279	17
MIAMI	CL89	11
MILLER	DD535	14
MILWAUKEE	CL5	12
MIMOSA	YN21	41
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MINGO	SS261	18
MINNEAPOLIS	CA36	10
MISSISSIPPI	BB41	5
MISSOURI	BB63	4
MOBILE	CL63	11
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MOJAVE	C.G.	43
MONAGHAN	DD354	16
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MONTPELIER	CL57	11
Moody	DD277	17
MORRIS	DD417	15
MORRIS	C.G.	43
Morris	DD271	17
MUGFORD	DD389	15
Mugford	DD105	17
MULBERRY	YN22	41
Mullany	DD325	17
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NEWCOMB	DD586	14
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NEW HAVEN	CL76	11
NEW JERSEY	BB62	4
Newmarket (RN)	Ex-DD88	17
NEW MEXICO	BB40	5
NEW ORLEANS	CA32	10
Newport (RN)	Ex-DD81	17
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NORTHAMPTON	CA26	11
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O'BANNON	DD450	14
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O'BRIEN	DD415	15
OGLALA	CM4	21
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OLYMPIA	Relic	41
OMAHA	CL4	12
ONONDAGA	C.G.	42
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OREGON	Relic	41
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PAMLICO	C.G.	42
Panay	PR5	23
PANDORA	C.G.	43
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PARKER	DD604	14
PARRAKEET	AMc	22
PARROTT	DD218	16
PARTRIDGE	AM16	22
PASADENA	CL65	11
PATOKA . Ex-AV6)	AO9	37
PATTERSON	DD392	15
PAUL HAMILTON	DD390	14
Paul Hamilton	DD178	17
PAUL JONES	DD230	16
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PEACOCK	AM46	22
PEARY	DD226	16
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PERSEUS	C.G.	43
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PHELPS	DD360	13
PHILADELPHIA	CL41	12
PHILIP	DD498	14
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REID	DD369	16
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REINA MERCEDES	Uncl.	41
RELIANCE	C.G.	43
RELIEF	AH1	37
RENO	CL98	11
Reno	DD303	17
RENSHAW	DD499	14
Renshaw	DD176	17
REUBEN JAMES	DD245	16
RHIND	DD404	15
RICHMOND	CL9	12
Richmond (RN)	Ex-DD93	17
RIGEL	AD13	36
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Ringgold	DD89	17
Ripley (RN)	Ex-DD268	17
Rizal	DD174	17
ROBALO	SS273	18
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Robert Smith	DD324	17
ROBIN	AM3	22
ROBINSON	DD562	14
Robinson	DD88	17
ROCHESTER	CA73	9
ROCK	SS274	18
Rockingham(RN)	Ex-DD273	14
Rodgers	DD254	17
RODMAN	DD456	14
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ROWAN	DD405	15
ROWE	DD564	14
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St. Clair (RN)	Ex-DD108	17
St. Croix (RN)	Ex-DD253	17
St. Francis (RN)	Ex-DD256	17
ST. LOUIS	CL49	11
St. Marys (RN)	Ex-DD185	17
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SALAMONIE	AO31	37
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SANDERLING	AMc	22
SAN DIEGO	CL53	11
SANDPIPER	AVP9	38
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SAN FRANCISCO	CA38	10
SANGAMON	AO26	37
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SHIELDS	DD596	14
Shirk	DD318	17
SHOSHONE	C.G.	42
Shubrick	DD268	17
SICARD	DM21	21
Sigourney	DD81	17
SIGSBEE	DD502	14
SILVERSIDES	SS236	18
SIMPSON	DD222	16
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Sinclair	DD275	17
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SNOOK	SS279	18
SOLACE	AH9	37
SOMERS	DD381	13
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SONOMA	AT12	41
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SPERRY	AS12	36
SPICA	AK16	37
S. P. Lee	DD310	17
SPOKANE	CL97	11
SPRINGFIELD	CL66	11
SPROSTON	DD577	14
Sproston	DD173	17
Ex-Squalus (SAILFISH)		
	SS192	19
STACK	DD406	15
Stanley (RN)	Ex-DD253	17
STANLY	DD478	14
STANSBURY	DMS	17
STARLING	AM64	21
STEELHEAD	SS280	18
STEPHEN POTTER	DD538	14
STERETT	DD407	15
STEVENS	DD479	14
Stevens	DD96	17
STEWART	DD224	16
STEVENSON	DD503	14
STINGRAY (S-5)	SS186	19
STOCKTON	DD504	14
Stockton	DD173	17
STODDARD	DD566	14
Stoddert	DD302	17
Stribling	DD96	17
STRINGHAM	APD	17
STRONG	DD467	14
STURGEON (S-6)	SS187	19
STURTEVANT	DD240	16
Submarine Chasers (PC)	PC	23
SUMNER (Bushnell)	AG31	41
Sumner	DD333	17
SUNFISH	SS281	18
SWALLOW	AM65	21
SWAN	AVP7	22
SWANSON	DD443	14
Swasey	DD273	17
SWORDFISH (S-12)	SS193	19
PC510 (Sybarita)	PC510	40
S		
SYCAMORE	YN28	41
SYLPH	PY12	40
T		
TAHOE	C.G.	42
TAHOMA	C.G.	42
TALBOT	DD114	17
TALLAHASSEE	CL61	11
TALLAPOOSA	C.G.	42
TAMBOR	SS198	18
TAMPA	C.G.	43
TANAGER	AM5	22
TANEY	C.G.	42
TANGIER	AV8	36
TARBELL	DD142	17
TARPON (P-4)	SS175	19
TATNUCK	AT29	41
TATTNALL	DD125	17
TAUTOG	SS199	18
TAYLOR	DD468	14
Taylor	DD94	17
TEABERRY	YN29	41
TEAK	YN30	41
TEAL	AVP5	38
TENNESSEE	BB43	5
TERN	AM31	22
TERROR	CM5	21
TERRY	DD513	14
TEXAS	BB35	6
THATCHER	DD514	14
Thatcher	DD162	17
THETIS	C.G.	43
Thomas	DD182	17
Thompson	DD305	17
THORN	DD505	14
THORNTON	AVD11	38
THRESHER	SS200	18
THRUSH	AVP3	38
TICONDEROGA	CV19	7
TIGER	C.G.	43
Tillman	DD135	17
TINGEY	DD539	14
Tingey	DD272	17
TIPPECANOE	AO21	37
TOPEKA	CL67	11
Toucey	DD282	17
TRACY	DM19	21
TRATHEN	DD530	14
TRAVIS	C.G.	43
TRENTON	CL11	12
TREVER	DD339	16
TRIGGER	SS237	18
TRINITY	AO13	37
TRIPPE	DD403	15
TRITON	SS201	18
TRITON	C.G.	43
PC457 (Trouper)	PC457	40
TROUT	SS202	18
TRUXTUN	DD229	17
TUCKER	DD374	16
TUCSON	CL96	11
TULSA	PG22	23
TUNA	SS203	18
TUNNY	SS282	18
TURKEY	AM13	22
TURNER	DD506	14
Turner	DD259	17
TUSCALOOSA	CA37	10
TUTUILA	PR4	23
TWIGGS	DD591	14
Twiggs	DD127	17
U		
UMPQUA	AT25	41
UNALGA	C.G.	42
UPSHUR	DD144	17
UTAH	AG16	41
V		
PC509 (Vara)	PC509	40
VEGA	AK17	37
VESTAL	AR4	37
VICKSBURG	CL81	11
VIGILANT	C.G.	43
VINCENNES	CA44	10
V		
VIREO	AM52	22
VIXEN	PG52	40
VULCAN	AR5	37
W		
WADSWORTH	DD516	14
WAINWRIGHT	DD419	15
WAKE (Ex-Guam)	PR3	23
WALKE	DD416	15
WALKER	DD517	14
Walker	DD163	17
WALLER	DD466	14
WALNUT	YN31	41
WANDANK	AT26	41
WARBLER	AM53	22
WARD	DD139	17
WARRINGTON	DD383	13
WASHINGTON	BB56	4
WASMUTH	DD338	16
WASP	CV7	8
WATERS	DD115	17
WATSON	DD482	14
WATTS	DD567	14
WAXBILL	AMc	22
Welborn C. Wood	DD195	17
Welles	DD257	17
Wells (RN)	Ex-DD185	17
WEST VIRGINIA	BB48	5
WHALE	SS239	18
WHARTON	AP7	37
WHEELING	Uncl.	41
WHIPPLE	DD217	16
WHIPPOORWILL	AM35	22
WHITNEY	AD4	36
WICHITA	CA45	10
WICKES	DD578	14
Wickes	DD75	17
WIDGEON	ASR1	22
WILEY	DD597	14
WILKES	DD441	14
WILKES-BARRE	CL90	11
WILLET	AM54	22
WM. B. PRESTON	AVD7	38
WM. D. PORTER	DD579	14
William Jones	DD308	17
WM. P. BIDDLE	AP15	37
WM. WARD BURROWS		
	AP6	37
Williams	DD108	17
WILLIAMSON	AVD2	38
WILMETTE	Uncl.	41
WILMINGTON	CL79	11
Ex-Wilmington (Dover)	Uncl.	41
WILSON	DD408	15
WINSLOW	DD359	13
WISCONSIN	BB64	4
Wood	DD317	17
Woodbury	DD309	17
WOODBURY	C.G.	43
WOODCOCK	AM14	22
WOODWORTH	DD460	14
WOOLSEY	DD437	14
Woolsey	DD77	17
WORDEN	DD352	16
Worden	DD288	17
WREN	DD568	14
WRIGHT	AV1	36
WYOMING	AG17	41
Y		
Yarborough	DD314	17
YARNALL	DD541	14
Yarnall	DD143	17
YEATON	C.G.	43
YEW	YN32	41
YORKTOWN	CV5	8
YOUNG	DD380	14
Young	DD312	17
YOUNGSTOWN	CL94	11
YUKON	AF9	47
Z		
ZANE	DD337	16
ZEILIN	AP9	37
Zeilin	DD313	17
ZIRCON	PY	40

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