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WARSHIP

IDENTIFICATION MANUAL #67

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WARSHIP IDENTIFICATION MANUAL



BUREAU OF NAVAL PERSONNEL

Training Division

NavPers 10796

CONFIDENTIAL
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INTRODUCTION

DESCRIPTION OF CONTENTS

This manual, which is a complete revision of the *Warship Recognition Manual* (ONI 200), presents a pictorial survey of representative naval vessels of various maritime powers for use in recognition training. Pictures and drawings of the major combatant types are supplemented by brief notes and data to assist in identification.

Coverage and space allocations have been adjusted to assure increased emphasis on minor combatant, amphibious, and important auxiliary types. Where some vessels of a class have undergone modification, the variance in appearance is shown by inserts on the drawings if the change is minor, or by supplementary pages if a major alteration has been made.

Ship classes are presented by nationality and type and are arranged, for the most part, in reverse chronological order of completion or alteration. In some categories where chronology is less important, the order of presentation has been dictated by relative size.

An attempt has been made to include the major naval vessels of all maritime powers, although the coverage of many nations is limited to profile drawings and basic data. More complete coverage, with emphasis on material of interest to naval intelligence, may be found in ONI publications on foreign navies—the ONI 32 series. Of particular interest are the *World Submarine Sighting Guide* (ONI 31 SS–REV. 1), and the *Russian Submarine Sighting Guide* (ONI 31 R–REV. 1).

The names of ship classes in this manual are those in general use by ONI and the Bureau of Ships. In a few cases classes which are similar in appearance are grouped under one class name to simplify identification. For example, the British MAJESTIC and COLOSSUS Classes of carriers are covered as one class, as are the U. S. SUMNER and GEARING Classes of destroyers.

In most cases a ship class is named after the prototype vessel. In a few cases, however, the class is named for a category of titles given to those ships rather than for one of the ships in the class, for example: "Battle" Class, "River" Class, "Bird" Class. When a class is named for the prototype vessel, the class name persists after loss, transfer, or modification of the name ship. Although the INDEPENDENCE has been scrapped, the ESSEX modified, and the SOUTHAMPTON lost, classes continue to bear these names.

To be consistent with this practice, this manual uses the title "COLOSSUS Class" for British CVLs in spite of the fact that the "COLOSSUS" is now in the French Navy, has been renamed the "ARROMANCHE", and that *Jane's Fighting Ships* refers to the class as the "GLORY Class." Where ships are transferred to the Navy of another nation, the original class name is retained as long as a sister ship or ships exist to perpetuate the class. Thus Italian destroyers of the SOLDATI Class, and German destroyers of the Type 36 Class, though transferred to the Russian Navy and individually renamed, still retain the original class name. On the other hand, individual ships such as the NOVOROSSISK (ex GUILIO CESARE), ADMIRAL MAKAROV (ex NURNBERG), and STALINGRAD (ex DUCA D'AOSTA), which have no surviving sisters, assume their adopted names alone.

The Naval Vessel Classifications for ships of the Fleet are listed in Appendix I. This shows a complete listing of all ships except for the numerous service craft where only those mentioned in this text are listed.

FUNCTIONS AND DESIGN CHARACTERISTICS OF SHIPS OF THE FLEET

The student of ship identification should first familiarize himself with the *types* of ships that make up a modern fleet. Each combatant type has been designed to play an aggressive role, and each has a place and a function when the fleet is at sea.

Generally speaking, the number of ships of each type in a well-balanced navy will vary inversely with size. Thus, for every battleship, approximately two heavy cruisers, two light cruisers, and five destroyers will be built. The proportion in relation to aircraft carriers will vary according to construction

schedules, but the number of carriers has been greatly increased over the pre-World War II level.

For every ship that is built to meet an opponent in battle, a dozen are built to perform prosaic but necessary jobs for the maintenance, supply, and protection of the fleet and its shore establishments. Many types of repair, supply, and transport vessels are constantly engaged in serving and maintaining our two-ocean fleet; and extended naval operations would be impossible without them.

The amphibious forces form a large and very important component of today's navy. These forces are made up of ships ranging in size from the 10,000-ton attack transport down to the assault craft that make actual landings on enemy-held beaches. It is well understood that to prosecute a war successfully it is necessary to transport millions of men and their equipment to the enemy's shores. This is the mission of the amphibious forces.

ATTRIBUTES OF FIGHTING SHIPS (COMBATANT)

To be classed as a *fighting ship* a ship must be capable of inflicting damage and of sustaining or avoiding damage. She must possess sufficient speed and maneuverability to perform her mission, and the capacity to proceed independently to a scene of action. The *type* of a warship is determined by the degree to which each of these qualities has been stressed in her design. For example:

Armament:

Capacity to "dish it out" is a primary attribute of fighting ships. Ships may be designed to inflict damage by *shells* from their guns, *torpedoes* from their tubes, *bombs* and *rockets* from aircraft they may carry, or by *missiles*, *depth charges*, or *mines*.

Battleships and cruisers are essentially *gun* ships, although they carry other weapons. Carriers, minecraft, and torpedo boats are designed for special attack functions, with guns provided largely for defense. Destroyers and submarines are dual armament ships, using either guns or torpedoes. Most ships carry secondary batteries, primarily intended for defense against air, surface, and subsurface attack.

Mobility:

Most fighting ships are propelled by geared steam turbine engines, although diesel or reciprocating engines are often used in small types. Submarines have employed the diesel and electric storage battery motors for propulsion, and nuclear-powered types now employ the steam turbine.

Since the battleship carries a large amount of heavy armor and equipment, she is not always capable of attaining the higher speeds of many smaller combat units. Carriers are designed for speed, with a corresponding sacrifice of armor. Speed is also essential to a destroyer's functions so new destroyer types are frequently capable of bettering the speeds of other ships. The speeds of submarines, notably the submerged speeds, have increased along with improvements in design and propulsion.

Endurance:

Without the capacity to reach a scene of operations, execute a mission, and return to a base, even the fastest and most powerful fighting ship would be of little value. Therefore, battleships must carry crews and provisions necessary to take them into battle with enough shells, fuel, and food aboard to permit them to fight and return. Since cruisers are sometimes required to perform independent missions at great distances, the ability to remain at sea for extended periods of time is a vital consideration in their design. Carriers also engage in extended operations and must be designed to provide fuel for their aircraft as well as for their own necessities. Destroyers usually operate with battle fleets or with convoys, and subject to their size limitation, must carry their own provisions for such missions. Submarines are required to remain in enemy waters for long periods as well as to make long trips to and from their operating areas. It is readily seen that *endurance* is a very important factor in design. World War II experience demonstrated that the employment of auxiliary vessels to supply fuel and provisions at sea enables fighting ships to remain in a combat area and conduct sustained operations for an almost indefinite period of time.

PRINCIPAL COMBATANT TYPES

Aircraft Carriers:

The aircraft carrier is essentially a mobile air base. She carries most of the equipment normally found at a naval air station. Her aircraft vary in number and type according to her size, which can range from 8,500 ton (CVE's) to 60,000 tons (CVA's). Attack bombers, fighters, and reconnaissance planes

are her main battery, while AA weapons and armor constitute her defenses.

A carrier's basic design renders her vulnerable to all forms of attack. She is, therefore, protected by a screen of ships, usually destroyers, as well as by her own aircraft. Her major purpose is to provide air strength at sea where shore based aircraft are unavailable. Her aircraft provide support for amphibious operations; conduct strikes against enemy shore installations; and protect convoys from attack by air, surface, and subsurface units. Another mission for her aircraft is in the hunter-killer operation which is conducted with various types of surface vessels. Here her aircraft perform valuable service in locating, tracking, and destroying enemy submarines. High speed and great endurance are essential to her operation as a long-range surprise-attack weapon.

Battleships:

The largest and most powerful of fighting ships, combining gun power and protection in the highest degree, is the battleship. This mobile fortress has the principal duty of meeting the enemy's heaviest ships and destroying them. The heavy caliber guns furnish fire support for amphibious landings and assist other fleet units in the destruction of enemy shore installations. The antiaircraft batteries of the more modern battleships add to the defensive firepower of attack carrier striking forces.

Battleships carry large caliber guns ranging from 11 to 16 inches in diameter, and capable of firing a ton of explosives for distances greater than 20 miles. Their secondary batteries consist of smaller, usually dual purpose, guns which can deliver an enormous amount of defensive fire against smaller ships and aircraft. Their speeds vary with age, and the more modern types are capable of speeds approaching those of the fastest surface units.

The heavy armor plate installed on battleships causes a very large displacement, ranging from 30,000 to 45,000 tons. It is interesting to note that each battleship is equipped with armor capable of stopping a shell from the largest of her own guns. Protection against torpedoes is in the form of "blisters," voids, and armor plate, all of which tend to reduce the damage caused by an explosion.

Cruisers:

Cruisers are built to perform a variety of functions, and they show many variations in size, speed, armament, and appearance. Heavy cruisers serve in the absence of battleships since their guns (usually 8 inch) will outrange any *except* those of a battleship. Cruisers may serve as support ships for attack carrier striking forces, as support ships for convoy protection, as independent commerce raiders, as shore bombardment ships, or as part of a screen that is thrown out around a mobile fleet. Light cruisers range downward in size from vessels the size of heavy cruisers, carrying lighter armament (usually 6 inch guns), to small and extremely fast ships whose primary purpose is that of escort and antiaircraft ships. The United States makes the clearest distinction of any maritime power between light and heavy cruisers, based entirely on the caliber of the guns they carry. Cruiser displacements will range from 6,000 to 27,000 tons.

Destroyers:

The destroyer's name originates from the function for which these ships were originally designed—that of destroying small, fast torpedo boats. The destroyer has now replaced the torpedo boat as a "hit-and-run" ship. Torpedoes remain their primary weapon for attacks on surface vessels, and sudden attacks on enemy ships followed by rapid withdrawal remains as one of the destroyers' missions. Equipped with devices for antisubmarine warfare, the destroyer makes an excellent screen vessel and is widely used as such. With their other duties, destroyers have been assigned the task of delivering fire support for troops engaged in an amphibious assault, and of harassing and destroying enemy troops and shore installations. The shallow draft of these ships allows them to steam closer to the shore than the cruisers or battleships while furnishing support. Their light caliber guns are a valuable addition to the antiaircraft defense of fleet formations.

In recent years new destroyers, now classed as frigates (DL), have been constructed in sizes approaching that of light cruisers. Because of this size, distinction from cruisers is often difficult. These large destroyer types often perform the duties of light cruisers and were originally classed as destroyer leaders (DL). Other more recent modifications and conversions have changed some destroyers to perform special tasks as escort destroyers (DDE), radar picket destroyers (DDR), guided missile destroyers (DDG), and corvettes (DDC).

The armament of destroyers varies from 3.1 inch to 5.9 inch guns, with torpedoes, depth

charges and antisubmarine warfare weapons. Displacements range from 1,500 to more than 3,000 tons. Their high speeds are used to good advantage for protection.

Submarines:

The submarine has become an increasingly potent ship paralleling the development of weapons, hull design, and propulsion machinery. Large fleet submarines can operate at great distances and thus become an important factor in the destruction of enemy shipping. During World War II it was not uncommon for submarines to sink twenty times their own weight in enemy shipping. Their ability to submerge and their maneuverability make them difficult targets. The use of the snorkel breathing apparatus has increased their ability to deliver high speed attacks while remaining submerged for long periods of time. The advent of nuclear power has increased their range.

Submarines are capable of performing such other duties as mine laying, acting as picket ships for fleet operations, carrying raiding parties to the enemy's coast, and firing large missiles. Their ability to approach a target undetected makes them very efficient in the delivery of surprise attacks. Newer submarines have been designed to specialize in the destruction of other submarines.

Sizes of submarines vary according to the types of mission they are to perform and displacements will range from 250 to over 3,000 tons. Their armament consists of torpedoes, light guns, and missiles. For protection submarines rely upon their invisibility and maneuverability when submerged and a hull designed to withstand the tremendous pressures generated by the explosion of bombs and depth charges.

SHIP RECOGNITION PROCEDURE

The basic principles of visual recognition apply equally to aircraft and ship recognition, and the techniques for imparting or acquiring these skills are similar. Instant and positive identification through perception of total form is the ultimate goal in both cases. However, since the distinguishing features between some ship classes are very slight, considerable analysis of armament disposition, and of mast, stack, and superstructure arrangement is often necessary before the overall pattern assumes unmistakable individuality to the observer. Less trained or experienced observers may be obliged to make such an analysis of a sighting in order to make positive identification. Fortunately, requirements for speed of recognition are not so demanding with ships as in the case of aircraft. It should be emphasized, however, that true mastery has not been attained until the total form of the ship rather than the details of construction provides the decisive clue.

Since this type of mastery requires initial attention to details of arrangement and construction, considerable emphasis is given to these secondary characteristics, both in the introduction and in the presentation of individual classes in this manual.

Mastery of the distinctive spacing and massing of elements of the superstructure often permits positive identification at extreme ranges or in conditions where only the upper superstructure is visible.

Recognition of ships from aircraft frequently requires more familiarity with hull shapes and armament dispositions than otherwise. In beam views the characteristic outline of the superstructure will be apparent until the aircraft is directly overhead. Even in this position shadows on the water or on the flight deck of a carrier may outline the superstructure pattern to aid identification. In the absence of these clues, the length—beam ratio, the shape of bow or stern, and the turret arrangement will assume major importance in identification.

IDENTIFICATION BY NATIONALITY

National characteristics of design are the least reliable clues to identification of ships. No modern navy has such distinctive national features as the cluttered pagoda bridges, the trunked raked stacks, or the upswept bows of the Japanese World War II fleet. Furthermore, the large scale international loan, exchange, and transfer of fleet units among World War II Allies during and since the war has made identification by nationality much less reliable. For example, the present Russian fleet includes former U. S., British, Italian, and German vessels as well as those of many Russian satellite countries. British design, once characterized by angular, boxlike, superstructural elements, is becoming more streamlined. The increased importance of amphibious, patrol, and mine vessels, stressing functional rather than national design characteristics, further complicates identification by nationality.

It is evident, therefore, that identification by nationality is unreliable except with the expert, and he is not likely to need to depend on such a shortcut. However, any clear-cut cases of national traits will be pointed out in this manual.

IDENTIFICATION BY CLASS

Identification of ships by individual class is the only reliable identification procedure. To assist the reader in achieving proficiency in this procedure, it is essential to simplify the process by training him first to identify ships by type.

IDENTIFICATION BY TYPE

An effective recognition procedure requires the immediate identification of an individual class. If the observer can say conclusively that a sighted ship belongs to the GORDIY Class, decisions regarding its nationality and type are unnecessary since he has already mentally catalogued the GORDIY as a Russian destroyer. However, since this degree of proficiency is rare, and since visual conditions may be less than ideal, it is frequently necessary to arrive at identification through a process of elimination.

When a ship cannot be immediately identified by class, which is often, it is generally possible to determine by certain characteristics of shape whether it is a carrier, battleship, cruiser, destroyer, submarine, or amphibious vessel. These vessels have distinct functions which in large part determine their design. An understanding of these functions and their corresponding characteristics of design will provide valuable clues to type identification. The missions and design characteristics of the principal combatant types have been described previously in this introduction. Some of the basic identification features of each combatant type are as follows:

Carriers: Rectangular flight deck extending most or all of hull length (angled deck incorporated on some larger types); starboard island amidships or slightly forward; stacks or masts either incorporated in island or ranged along starboard side.

Battleships: Broad beam; massive bridge structure often in tower form; large flat turrets; superstructure concentrated amidships with extended clear deck forward and aft of the turrets; rounded stern.

Cruisers: Narrower than battleships, generally with squared-off stern; some superstructure abaft stack or stacks; turrets smaller than on battleships but still relatively low and large.

Destroyers: Slender; superstructure concentrated forward; short bow; forecastle deck on many foreign types; little or no superstructure abaft stacks; boxlike gun mounts; low, squared-off stern.

Submarines: Very slender; tapered fore and aft; streamlined fairwater amidships or slightly forward and no deck guns on most modern types.

Auxiliaries: Few guns (mostly for defense against air attack); superstructure, usually amidships; cluttered decks, due to masts and king-posts with booms, cargo, and boats; slow speed.

Landing Ships and Craft: All types which actually beach incorporate some form of bow gates or ramps and mass their superstructure aft.

ABBREVIATIONS AND EXPLANATIONS

DISPLACEMENT: "Standard" displacement is listed in most cases and unless otherwise noted. ("Light" displacement is listed for auxiliaries in most cases.)

LENGTH: "Overall" (oa) length is listed unless otherwise noted. ("Length between perpendiculars" (bp) is listed in a few cases.)

BEAM: For the width (also called breadth) of a ship, the greatest width at the waterline of a ship, hence the amidships athwart line, is listed.

DRAFT: "Maximum" draft, the depth of water from the surface to the ship's keel, is listed unless otherwise noted.

ARMAMENT: Information is limited to principal guns, ASW armament, and torpedo tubes. Principal guns are listed as the number of barrels unless otherwise noted. For example, 9 16″/50 means nine gun barrels of 16″/50 caliber; 2 5″/38 DP means two 5″/38 caliber, dual-purpose (surface or air) gun barrels which are contained in two single mounts or one twin mount; 3 3″/50 AA (twin) means three mounts containing two 3″/50 gun barrels (used primarily for air targets); and two 40 mm AA (quad) means two mounts containing four 40 mm gun barrels.

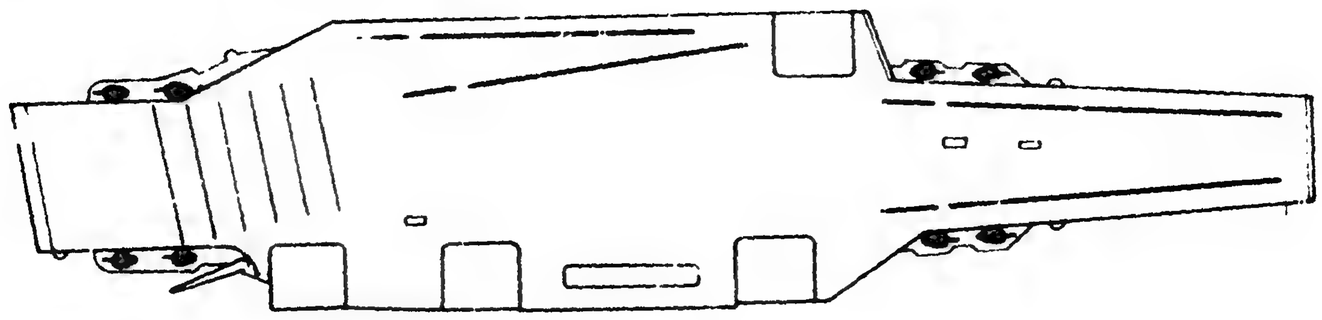
ASW armament is listed as "ahead-throwing weapon" or "rocket launcher". This includes Weapon Able, Hedgehog, Squid, and Limbo.

Torpedo armament is listed as the number of torpedo tubes (TT). Torpedo tube mounts are fitted as single, double, triple, "quad", or "quint" tube mounts. For example, if the drawing on a page shows two torpedo tube mounts and the ARMAMENT lists 6 21″ TT, the mounts are triple mounts; if the ARMAMENT lists 8 or 10 21″ TT, the mounts are either quad or quint mounts.

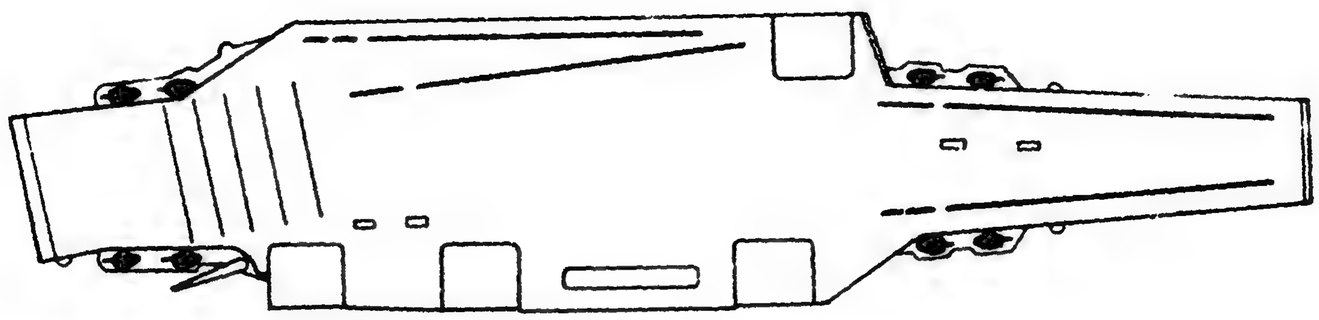
SPEED: "Designed" speed is listed unless otherwise noted.

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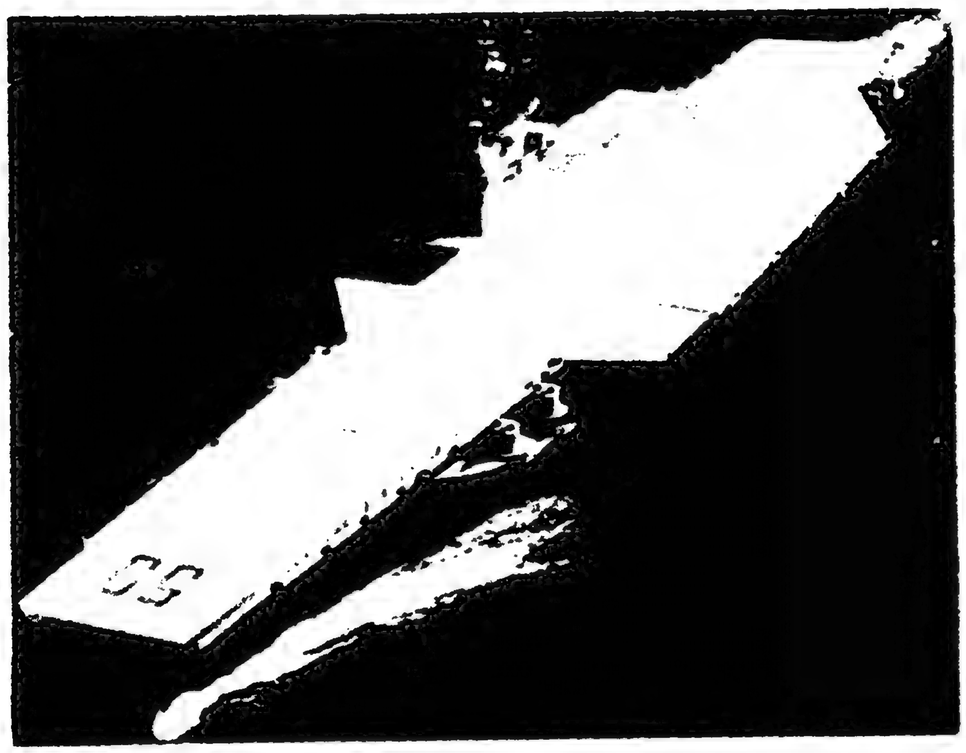
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CVA 59–CVA 60



CVA 61–CVA 62



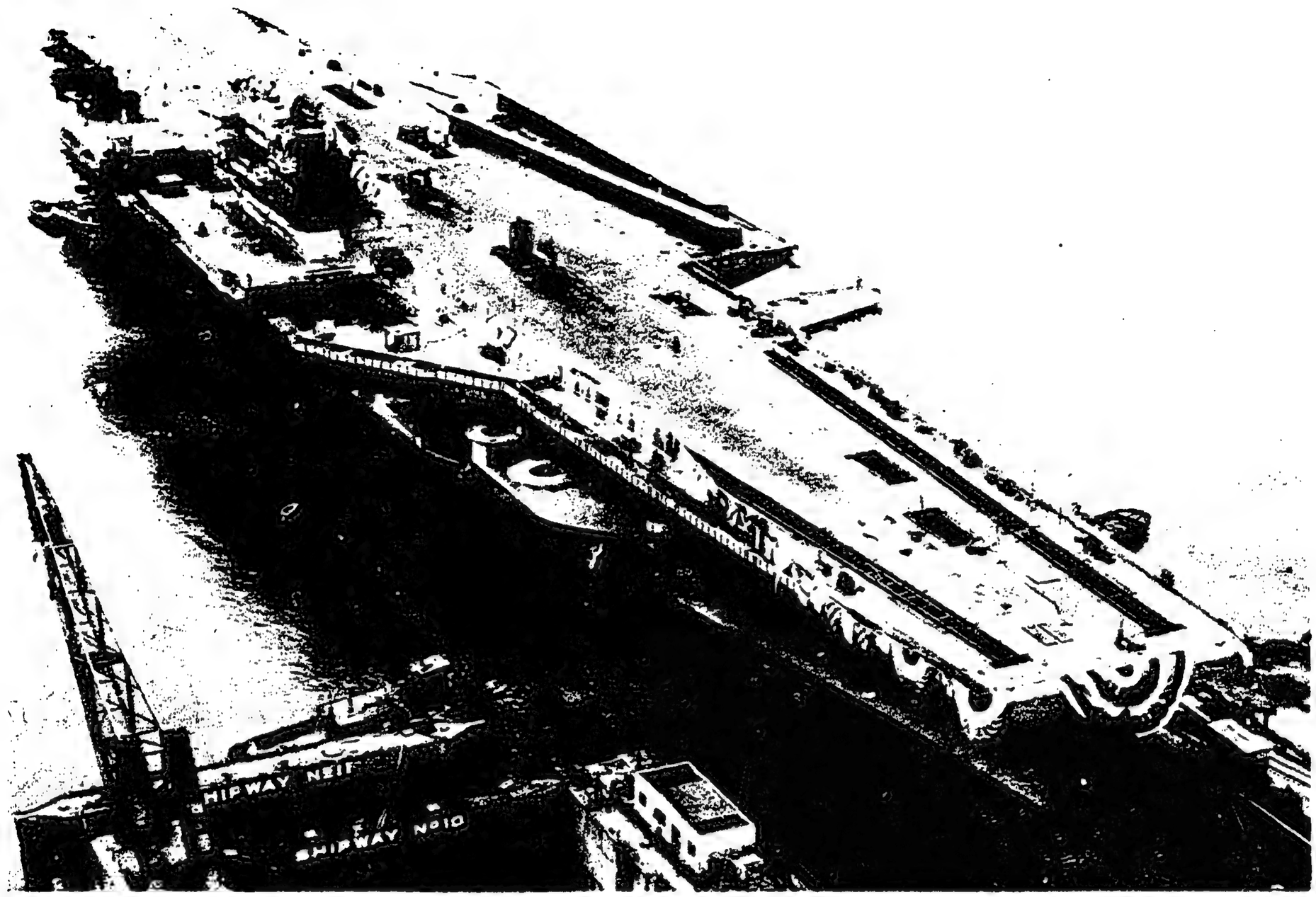
CVA 59—FORRESTAL. 1954 (artist's conception)

The FORRESTAL Class is the largest class of aircraft carriers ever to be built by any country. These carriers were originally planned as flush-deck carriers with a retractable island structure, but this was changed and FORRESTAL was completed with a fixed island on the starboard side. These ships have incorporated the latest equipments of all types. For recognition purposes, the ships of this class can be easily identified by their size. From the air the one port and three starboard deck-edge elevators, the extended flight deck forward of the island structure, the four steam catapults, and the angled flight deck are salient recognition characteristics.

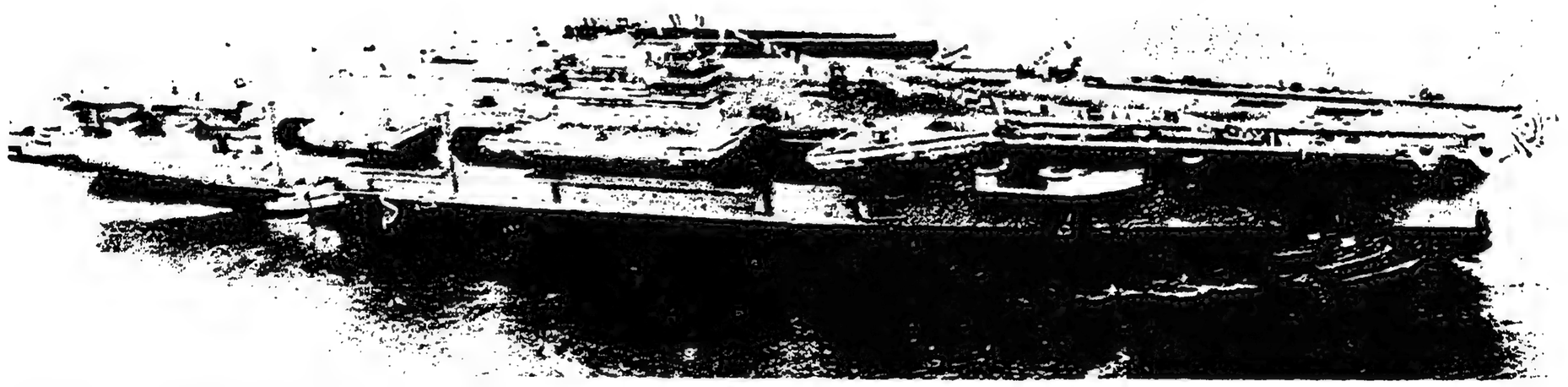
DISPL.—60,000 tons
LENGTH—1,040′; BEAM—130′;
DRAFT—37′
ARMAMENT—8 5″ 54 DP
SPEED—33 knots; COMPLETED—
1954—



CVA 59—FORRESTAL. 1954 (at christening ceremonies)

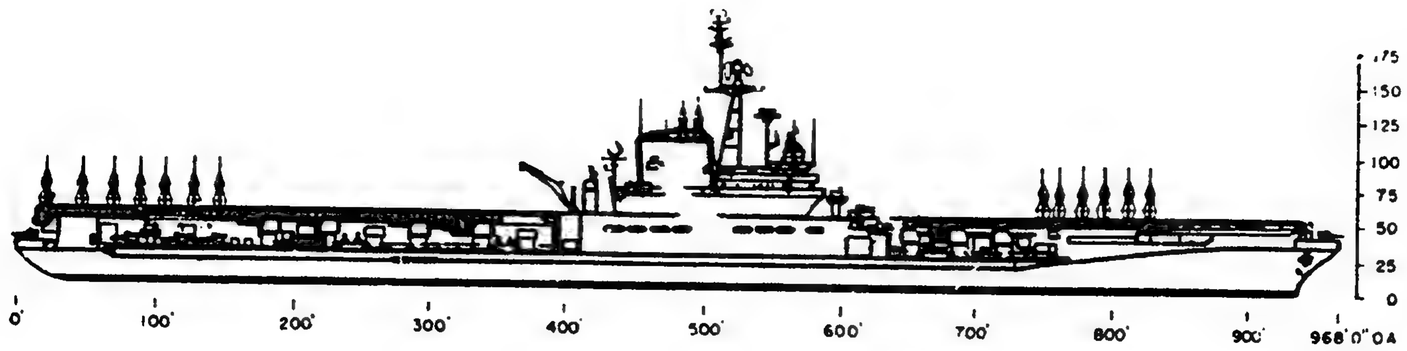


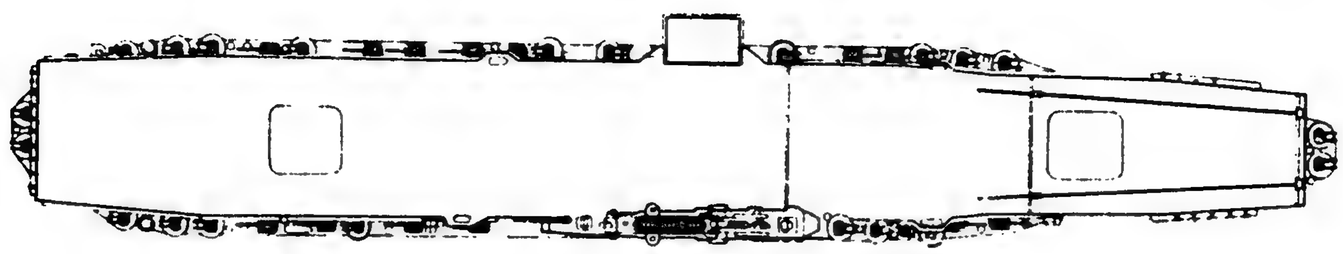
CVA 59—FORRESTAL. 1954 (at christening ceremonies)

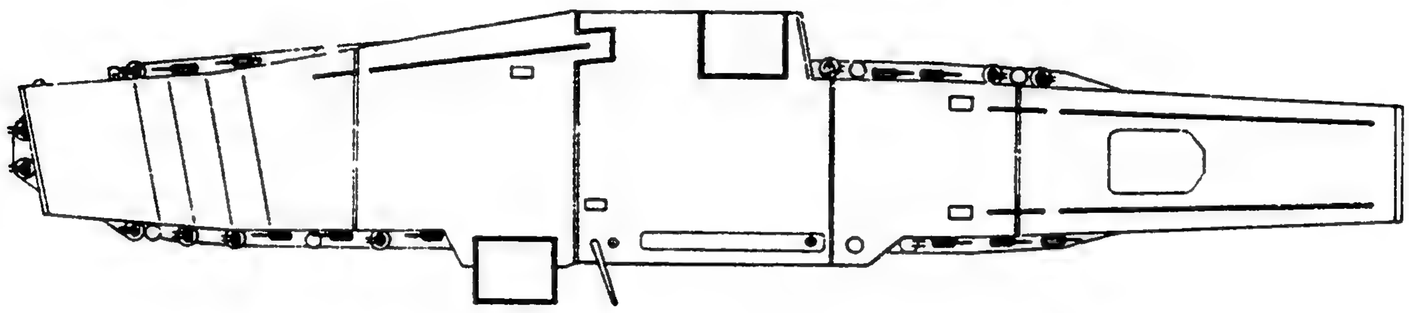


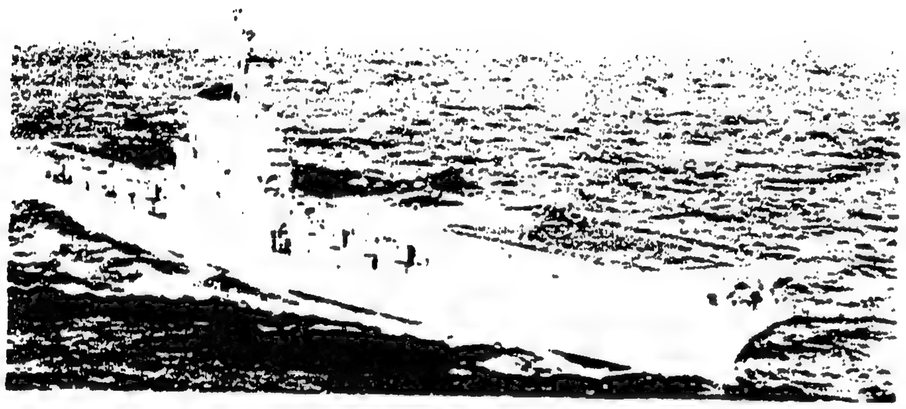
CVA 59—FORRESTAL. 1954 (at christening ceremonies)

U.S.—CVA MIDWAY Class





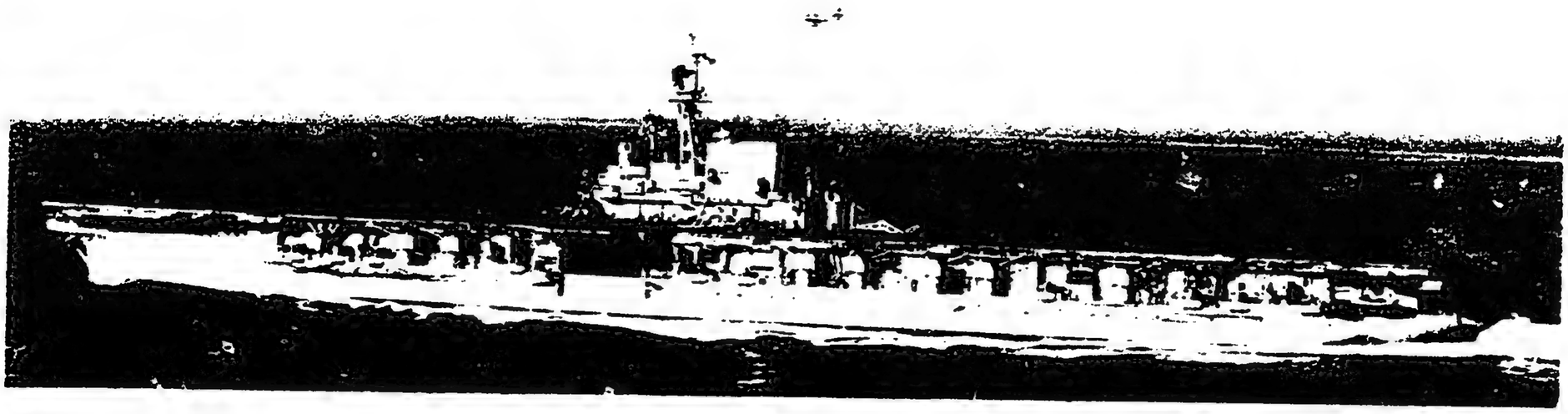




CORAL SEA. 1952

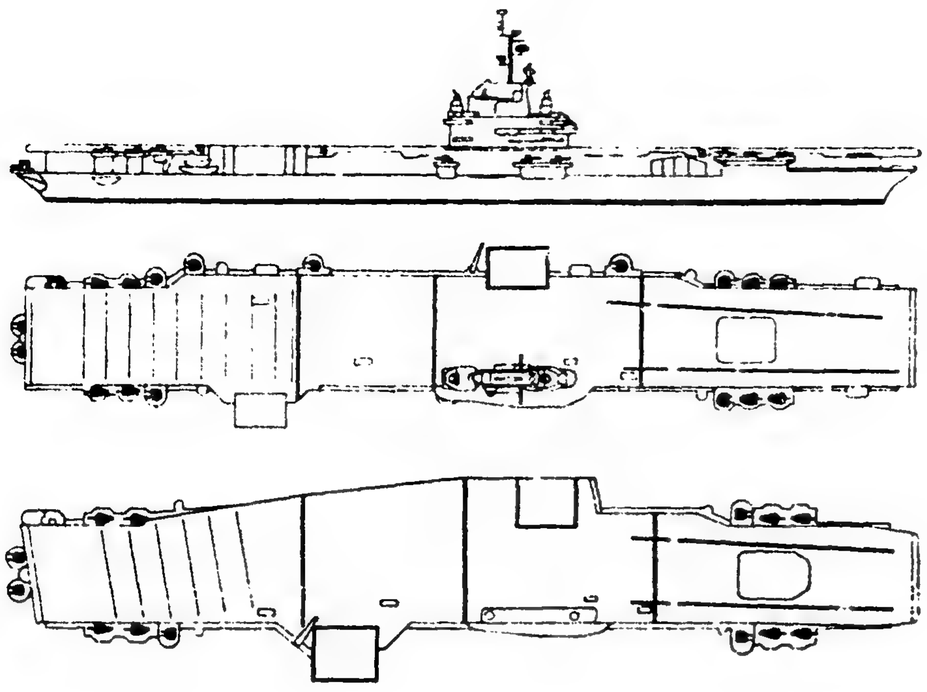
DISPL.—51,000 tons
LENGTH—968′; BEAM—113′; DRAFT—36′
ARMAMENT—14 5″/54 DP; 19–20 3″/50 AA (twin)
SPEED—33 knots; COMPLETED—1945–47

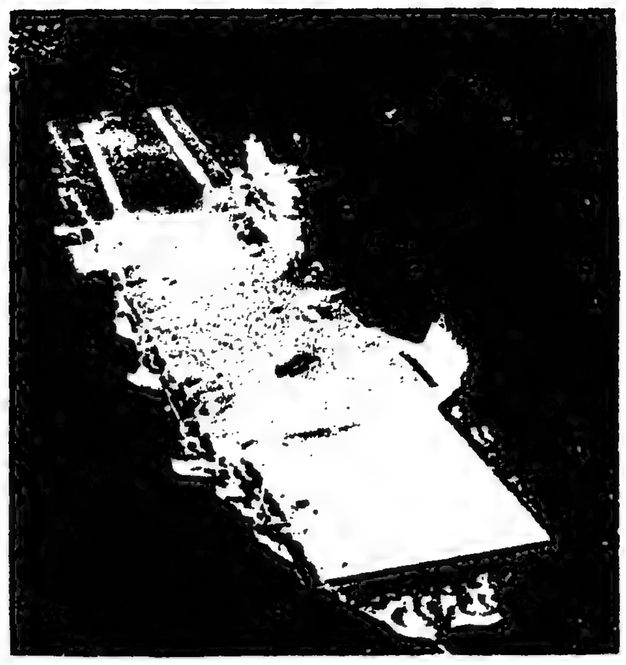
The MIDWAY and her two sister ships represent the most modern and efficient American aircraft carriers in service today. The MIDWAY's size has permitted clearing the flight deck of all heavy guns and relocating them on a continuous sponson along either side of the hangar deck. This new arrangement eliminates blast across the flight deck when firing to port. The large streamlined stack and island superstructure is the main recognition feature. The flight deck stops short of both bow and stern and is tapered at its ends. Modernization has begun on one unit of this class, the FRANKLIN D. ROOSEVELT. This modernization will include an angled flight deck, steam catapults, and other changes. Modernization of the other two units will follow.



CORAL SEA. 1952

U.S.—CVA HANCOCK Class

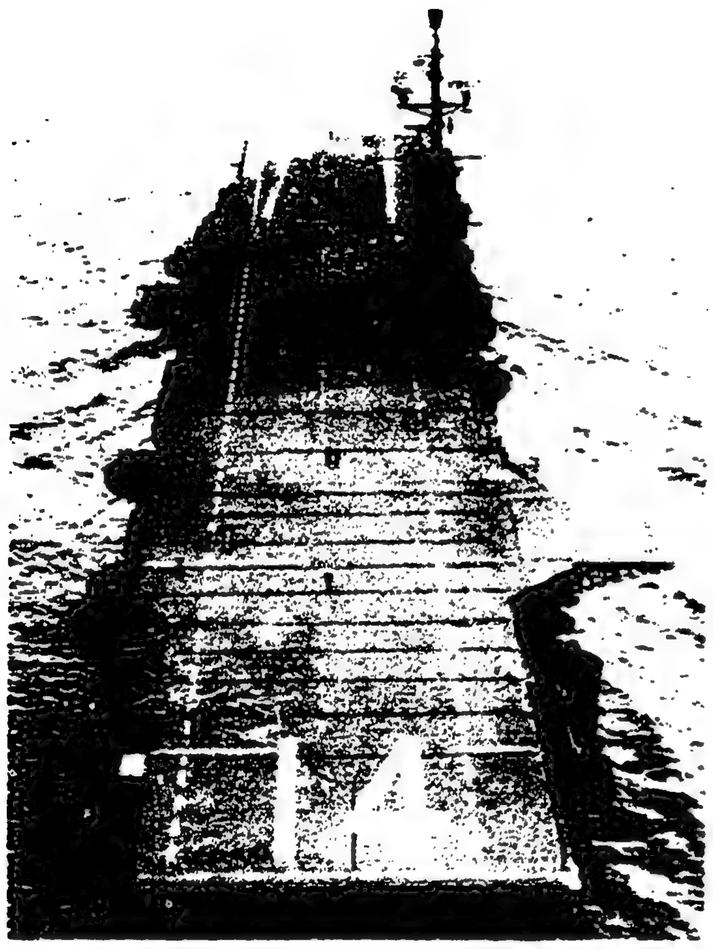




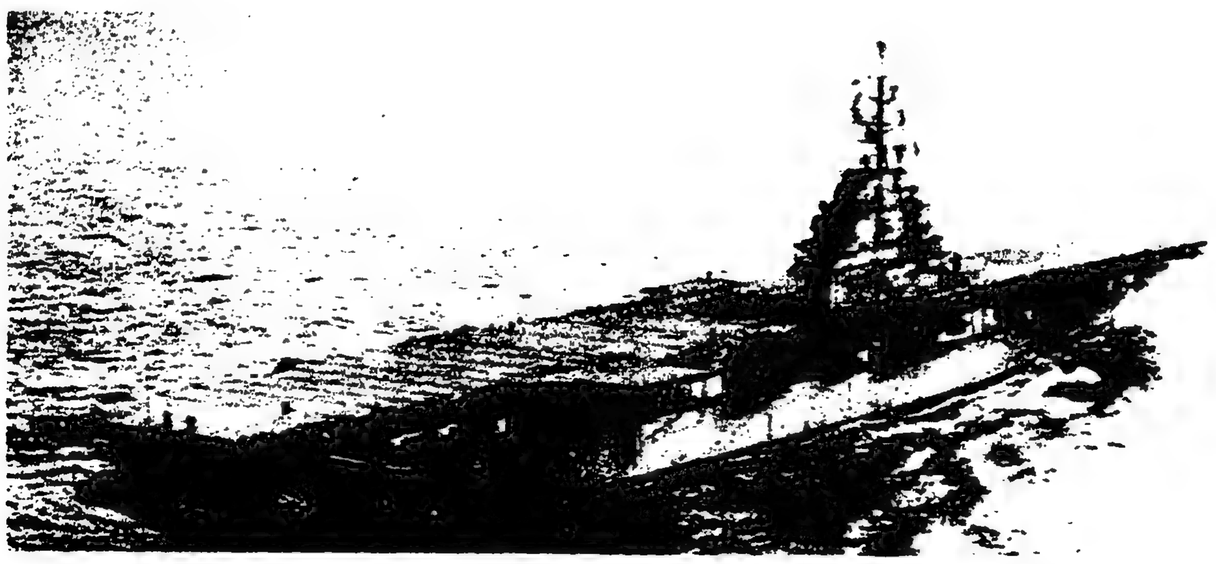
CVA 19—HANCOCK. 1954

The HANCOCK Class, sometimes called the "27C Conversion", is a modernized version of the ESSEX Class carrier. The HANCOCK Class is similar in appearance to the ORISKANY Class. The modernization of the HANCOCK Class was more extensive, however, and included the installation of steam catapults and a starboard deck edge elevator aft. The HANCOCK, CVA 19, was the first unit to receive this modernization. Units of the HANCOCK Class are now undergoing a conversion which will include the addition of an angled flight deck and other changes. SHANGRI-LA, CVA 38, was first to receive this conversion.

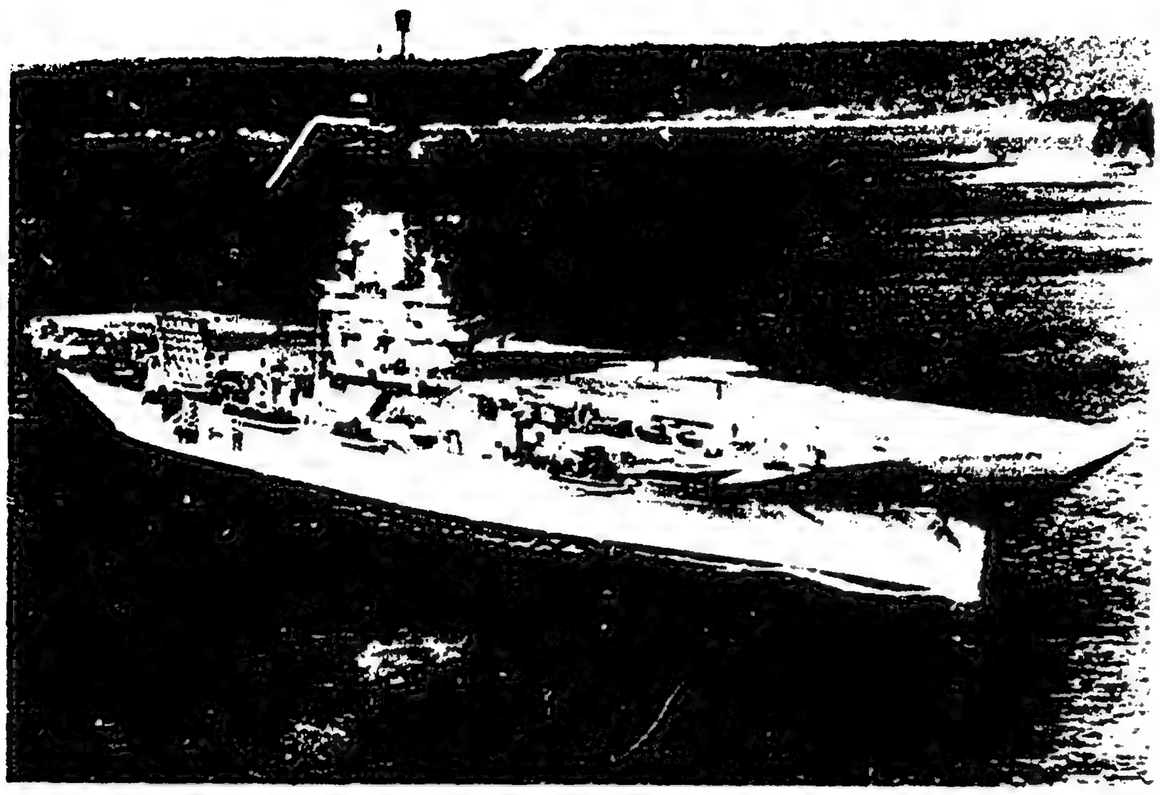
DISPL.—30,800 tons
LENGTH—898′ 6″; BEAM—101′; DRAFT—31′
ARMAMENT—8 5″/38; 12 3″/50 AA
SPEED—33 knots; COMPLETED—1943-44
MODERNIZED—1950—
CONVERTED—1954—



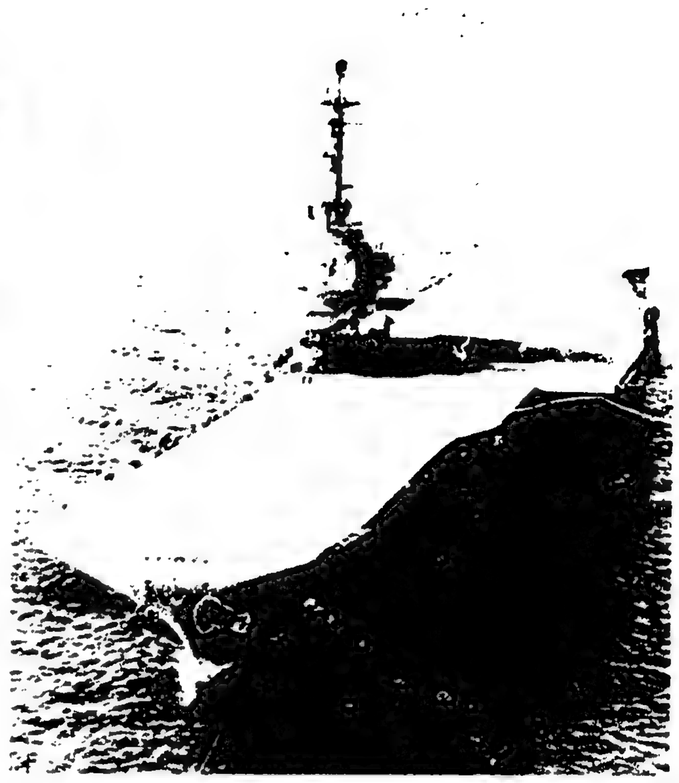
CVA 14—TICONDEROGA. 1954



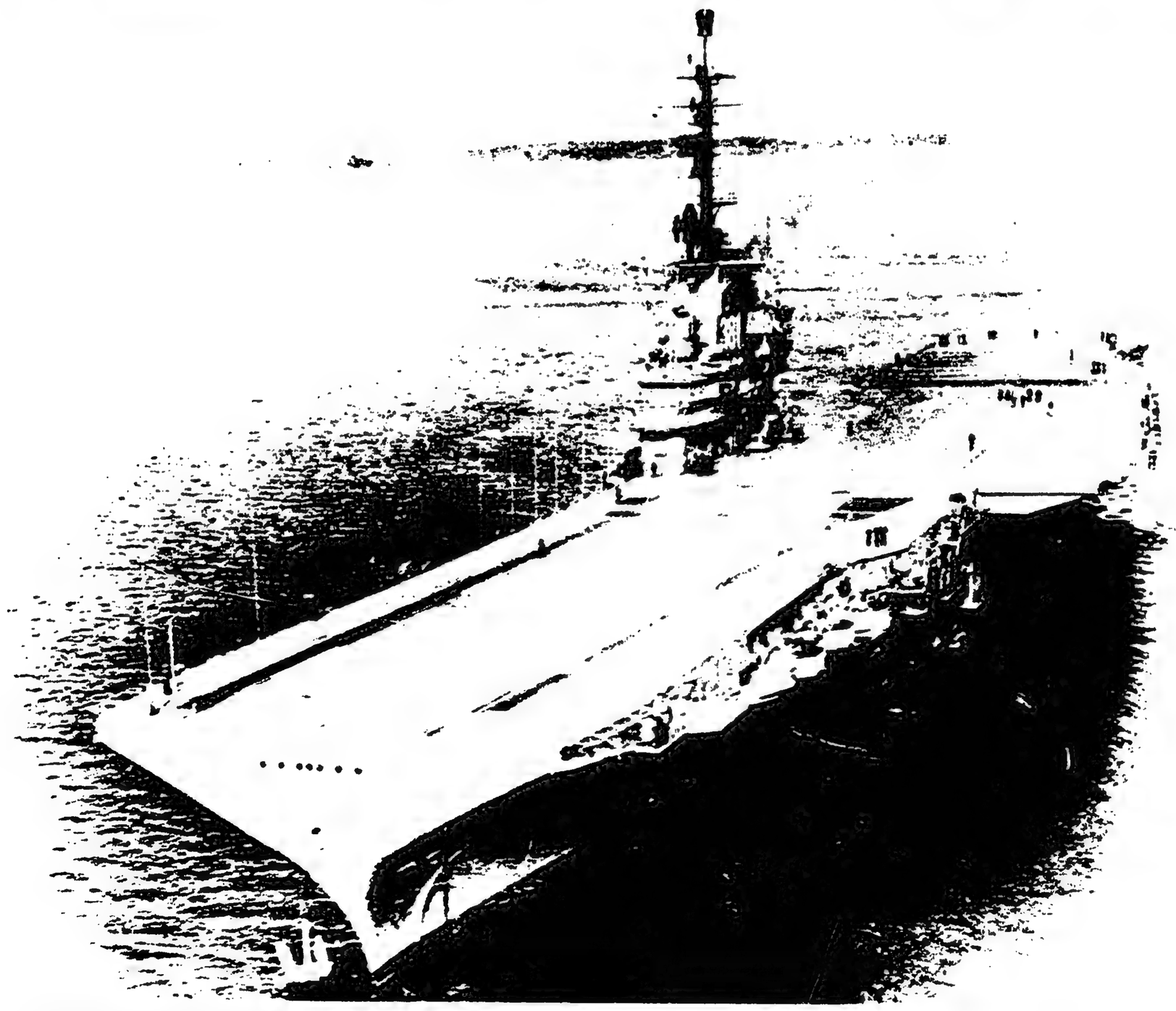
CVA 14—TICONDEROGA. 1954



CVA 38—SHANGRI-LA 1955

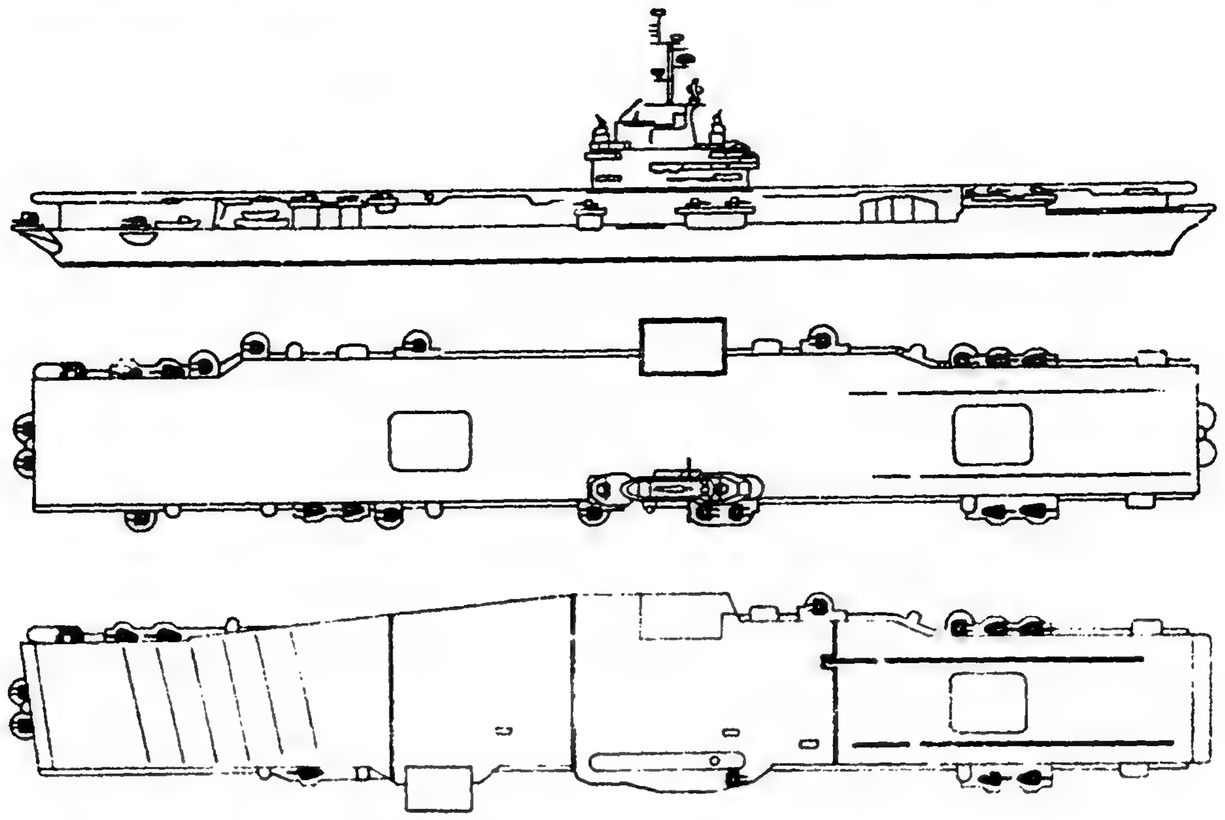


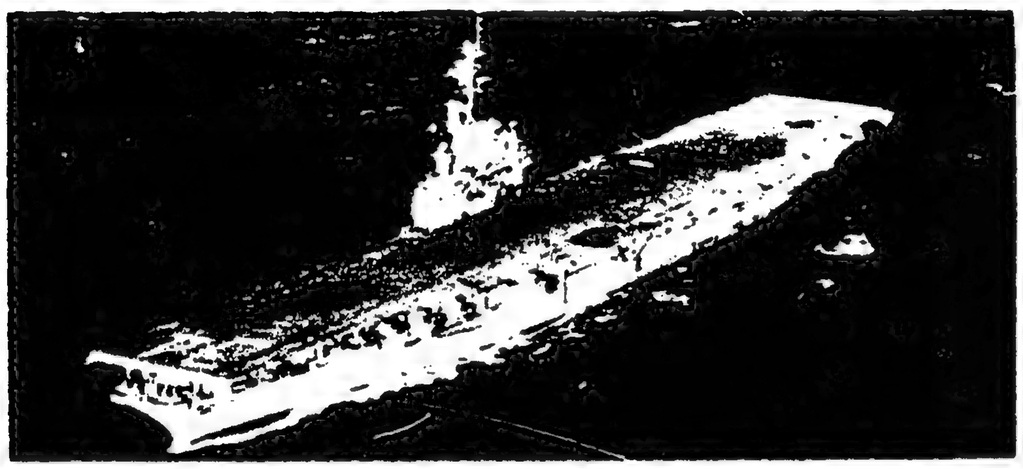
CVA 38—SHANGRI-LA 1955



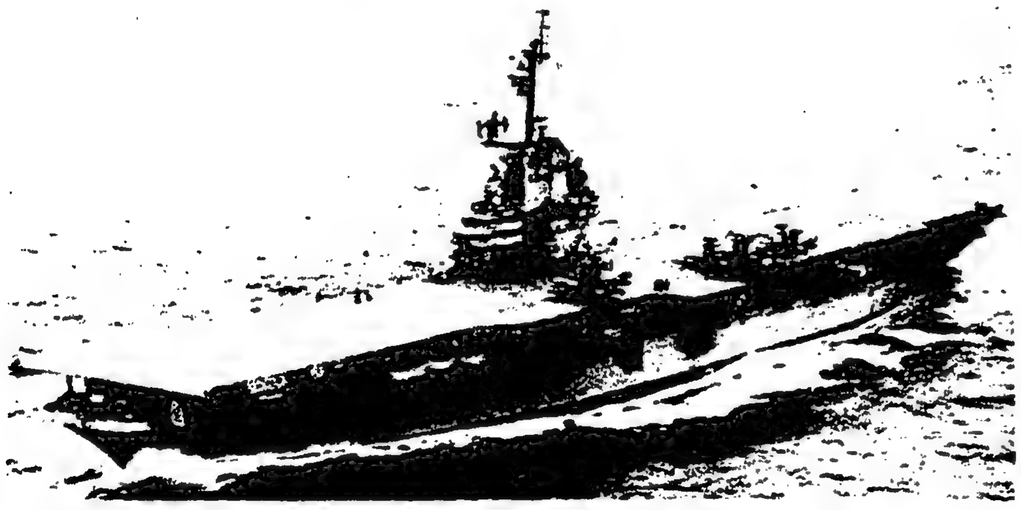
CVA 38—SHANGRI-LA. Note: Angled flight deck, enclosed bow, and starboard deck-edge elevator.

U.S.—CVA ORISKANY Class

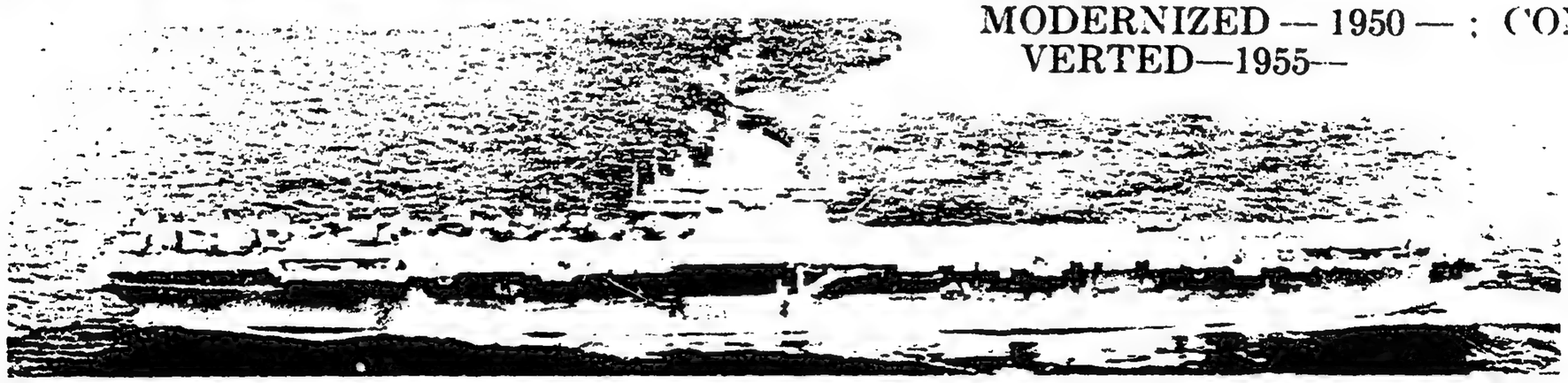




CVA 34—ORISKANY. 1953



CVA 10—YORKTOWN. 1953

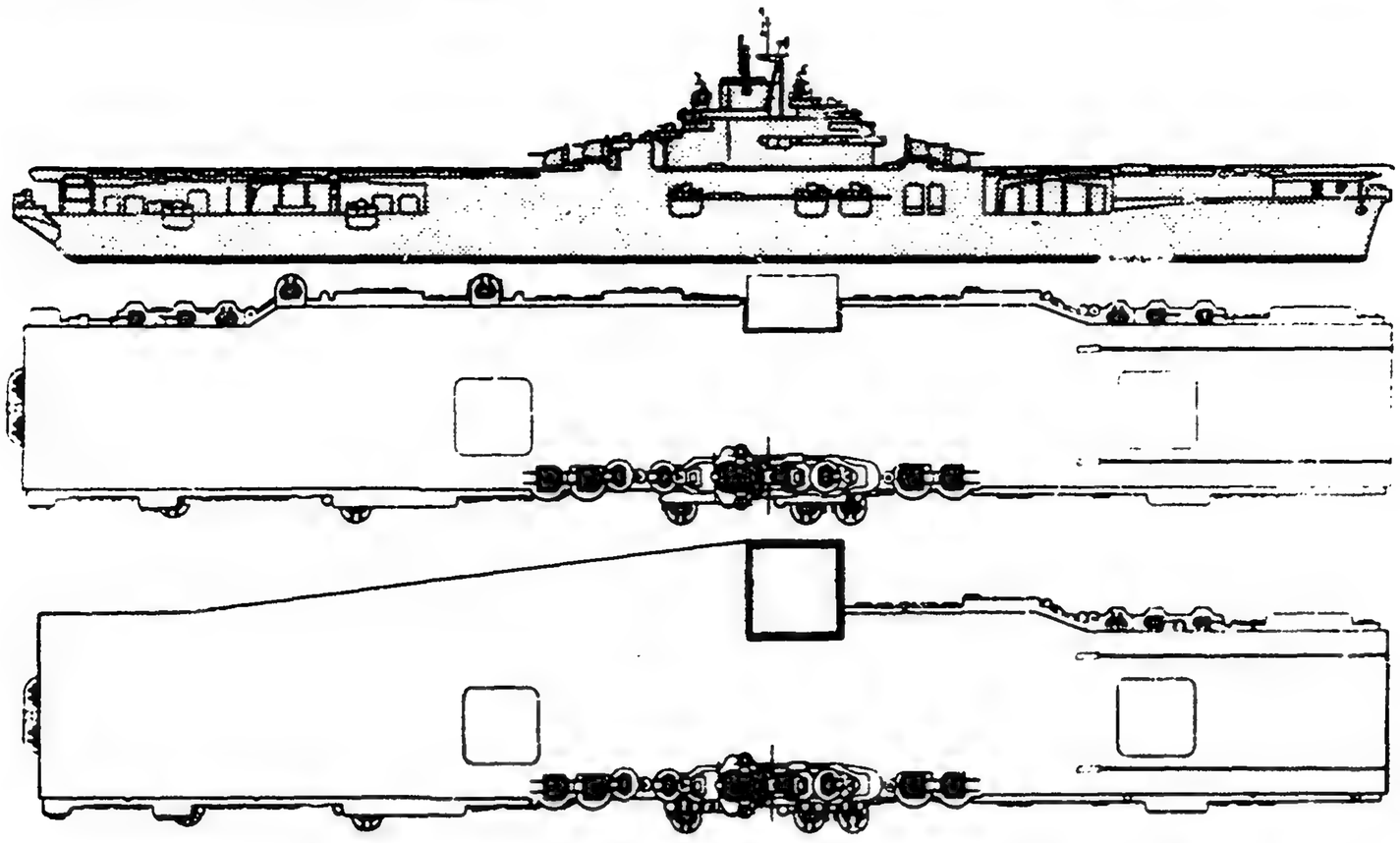


CVA 12—HORNET. 1954

The ORISKANY Class, sometimes called the "27A Conversion", is a modernized version of the ESSEX Class carrier. ORISKANY Class carriers have a pole foremast, streamlined stack and superstructure, and no 5″ guns above the flight deck. These factors distinguish them from the ESSEX Class carrier. ORISKANY and HANCOCK Class carriers are similar in appearance except for the location of the after elevator. HANCOCK Class carriers have this elevator on the starboard deck edge. ORISKANY Class units are now being converted to have an angled flight deck, an enclosed bow, and other changes. USS BENNINGTON, CVA 20, was [illegible] to receive this conversion.

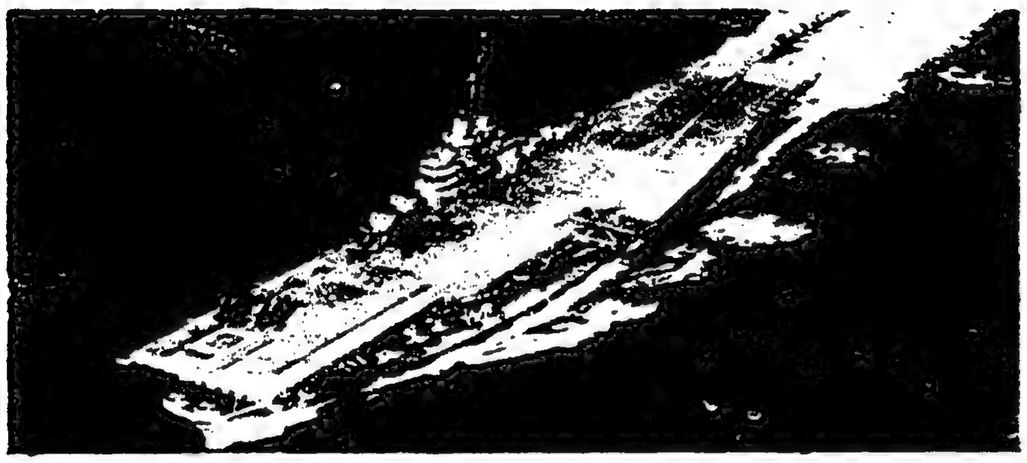
DISPL.—30,800 tons
LENGTH—898′ 6″; BEAM—101′; DRAFT—31″
ARMAMENT—8 5″/38 DP; 12 3″/50 AA
SPEED—33 knots; COMPLETED—1942–50
MODERNIZED—1950—; CONVERTED—1955—

U. S.—CVA/CVS ESSEX Class



This class of carrier was the standard U. S. fleet carrier during World War II. The outboard deck edge elevator and the rectangular flight deck overhang on the port side opposite the island are some features introduced in this class. Even though several units of this class sustained serious damage in action against enemy aircraft, not one carrier was lost. The triangularly shaped bridge-stack superstructure tapering to the four heavy AA batteries is the main recognition feature. Other identifying features are the vertical stack and tripod mainmast. Certain ships of this class have been modernized to have an angled flight deck. The USS ANTIETAM, CVS 36, was the first of this class to receive this modernization.

DISPL.—30,800 tons
LENGTH—876′-888′; BEAM—93′; DRAFT—30′
ARMAMENT—12 5″/38 DP; 44-72 40 mm AA
SPEED—33 knots; COMPLETED—1942-46
MODERNIZED—1953—



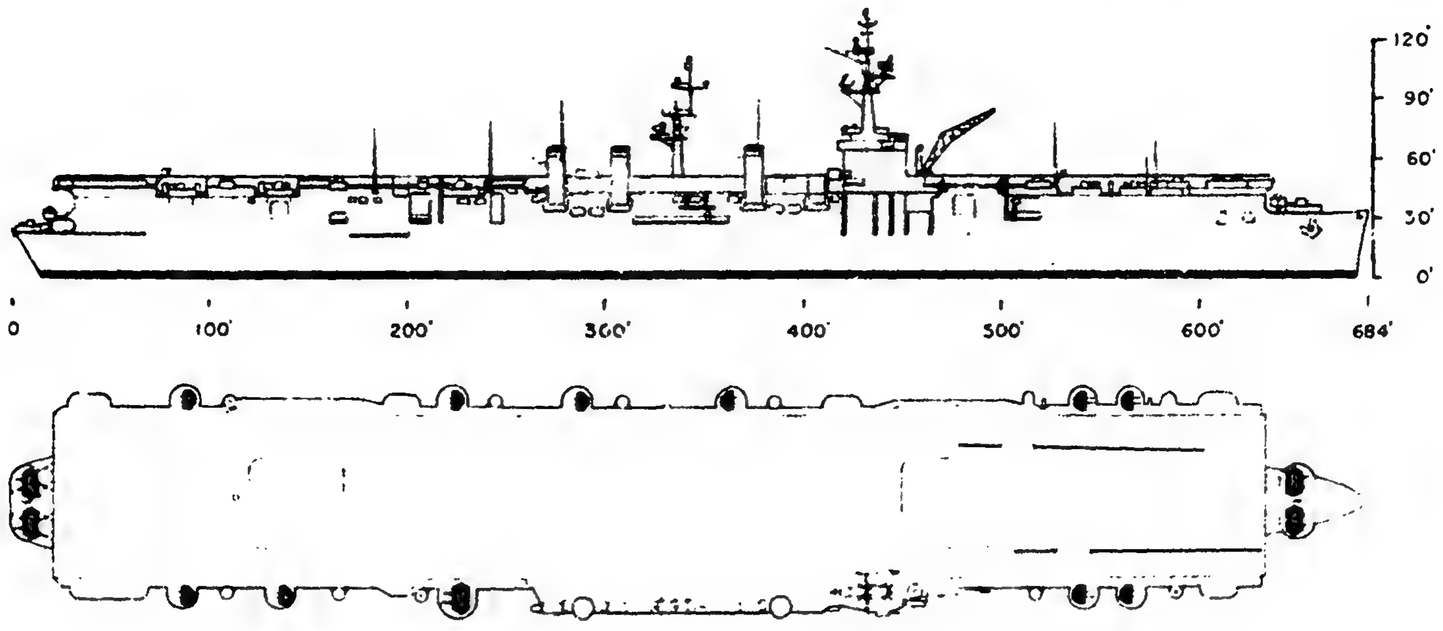
CVS 36—ANTIETAM. 1953

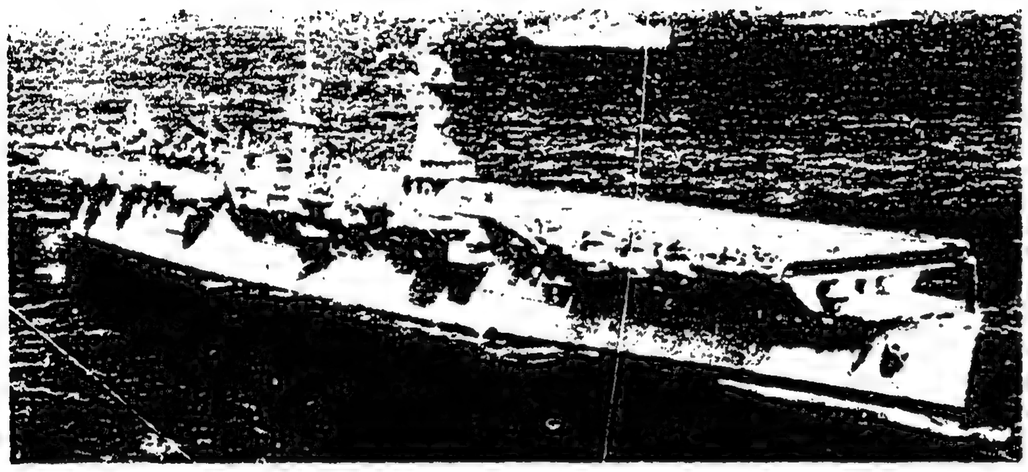
CVS 47—PHILIPPINE SEA. 1954



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U.S.—CVL SAIPAN Class





CVL 49—WRIGHT (SAIPAN Class). 1950

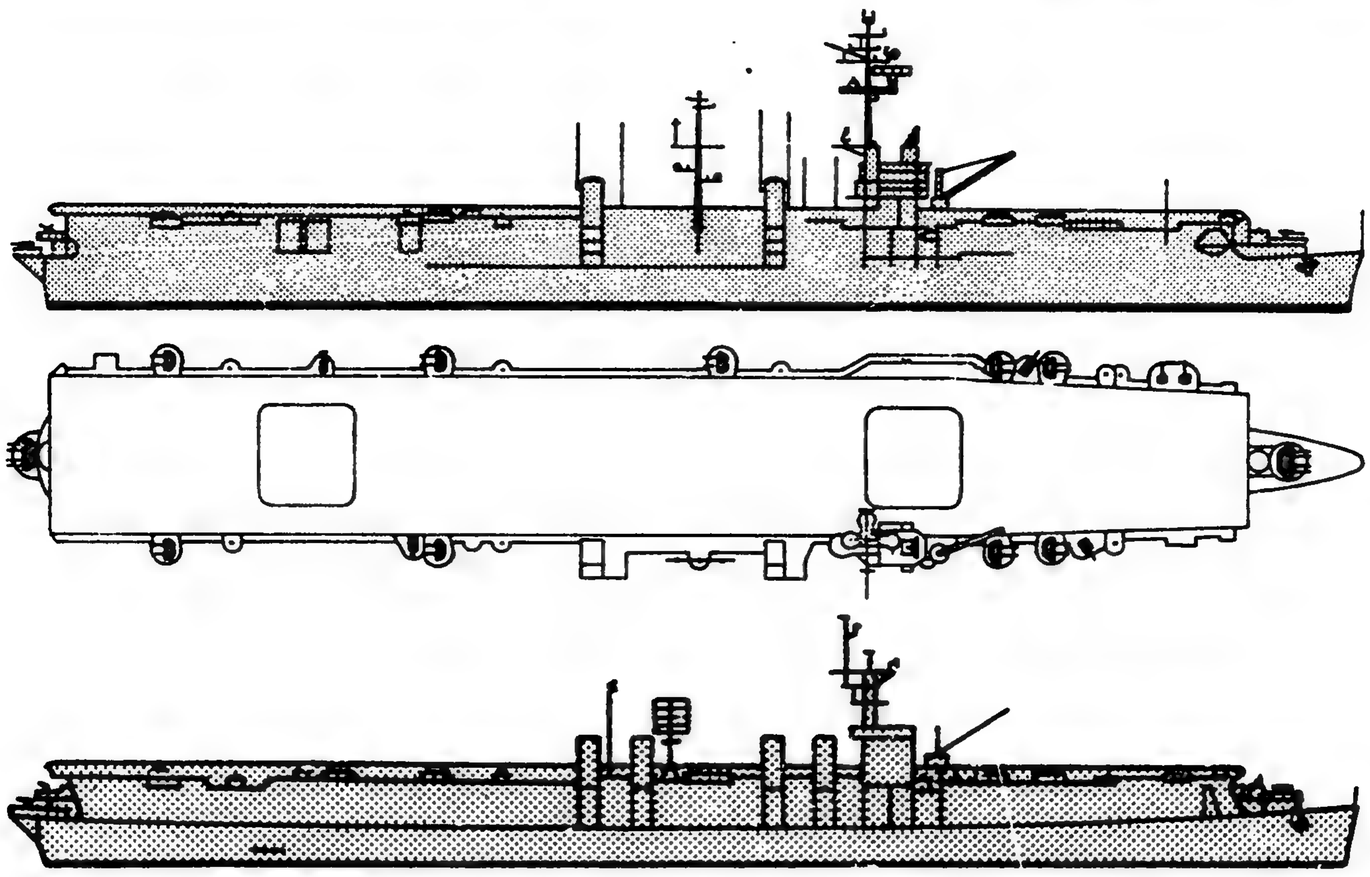
CVL 49—WRIGHT (SAIPAN Class). 1952

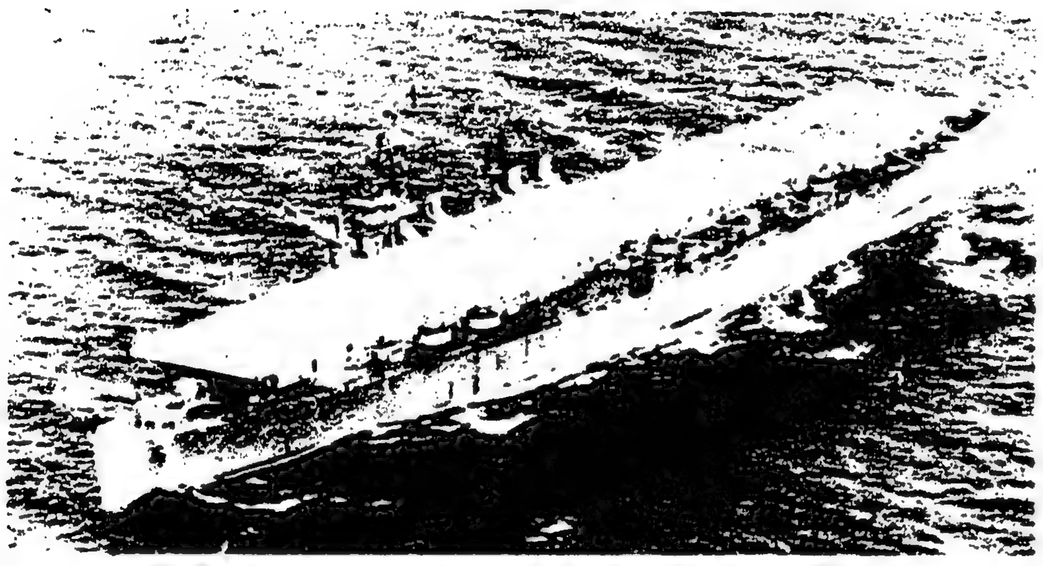
The two units of this class, the SAIPAN and the WRIGHT, were converted from BALTIMORE Class heavy cruiser hulls. These carriers have larger aircraft complements than other CVLs, but their tactical effectiveness is the same as the lighter INDEPENDENCE Class carrier. Recognition characteristics include a long low silhouette, a small block bridge structure containing a short pole foremast, three prominent stacks on the starboard side aft of the island, a second mast between the stacks, and a bow that extends well forward of the flight deck.

DISPL.—14,500 tons
LENGTH—683′ 6″; BEAM—76′; DRAFT—28′
ARMAMENT—5 40 mm AA (quad); 10 40 mm AA (twin)
SPEED—32.5 knots; COMPLETED—1946–47



U.S.—CVL INDEPENDENCE Class





CVL 26—MONTEREY. 1952

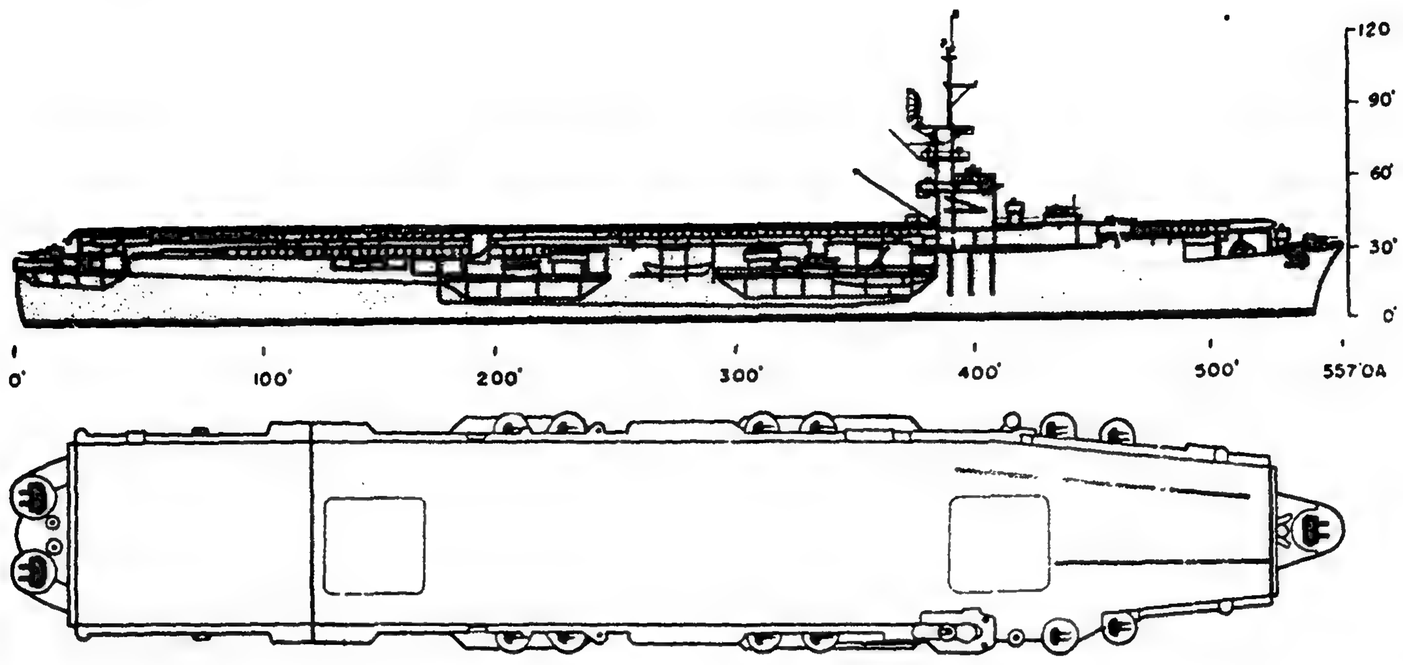


CVL 28—CABOT. 1952

The INDEPENDENCE Class of light aircraft carriers were converted from CLEVELAND Class light cruiser hulls as an emergency supplement to United States fast carrier task forces during World War II. They have since proved their effectiveness as fast hunter-killer units. These carriers can be identified by their long low silhouette, small block bridge structure, large crane forward of the bridge, and a bow that extends well forward of the flight deck. Although originally built with four prominent stacks on the starboard side, certain of these vessels have been since modified so that only two stacks remain.

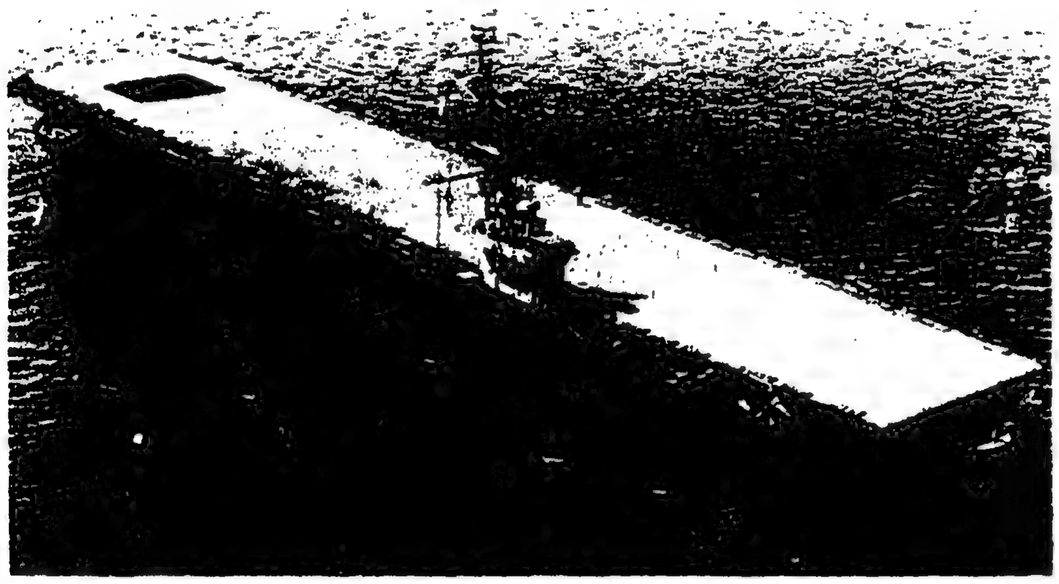
DISPL.—11,000 tons
LENGTH—623′; BEAM—71′ 6″; DRAFT—26′
ARMAMENT—2 40 mm AA (quad); 9 40 mm AA (twin)
SPEED—32 knots; COMPLETED—1943

U.S.—CVE COMMENCEMENT BAY, CASABLANCA Classes

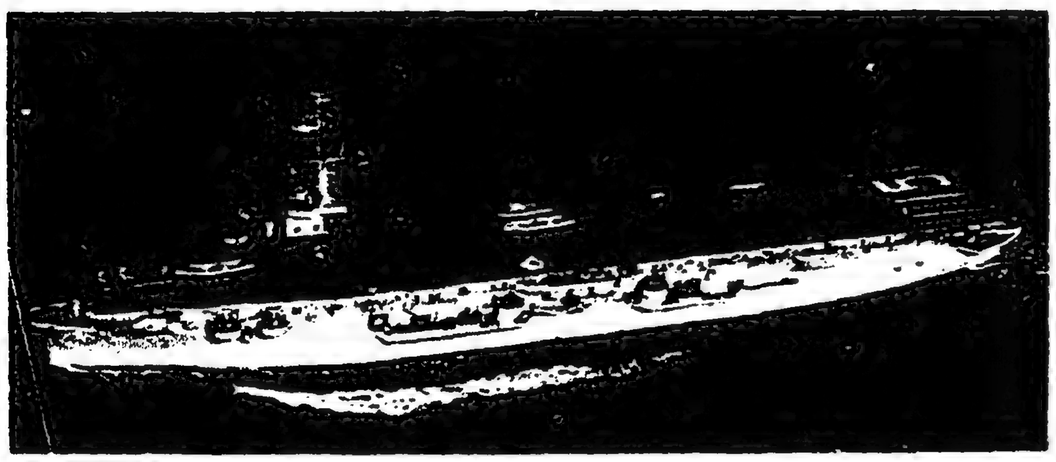


CVE COMMENCEMENT BAY Class.

Representing the newest and most efficient of U. S. escort carrier designs, this class is a navy-built improvement of the tanker conversions of the SANGAMON Class. They are twin-screw vessels, built as flat-tops from the keel up. The island is placed well forward on the starboard side. Prominent gun sponsons flank the cruiser stern. The construction of the CASABLANCA Class was supervised by the Maritime Commission. They are fitted with Skinner Unaflow reciprocating engines driving twin screws. Their outstanding recognition feature is the broad transom stern. A few units of the BOGUE and SANGAMON Classes are still in the Reserve Fleet. They have typical CVE appearance characteristics.



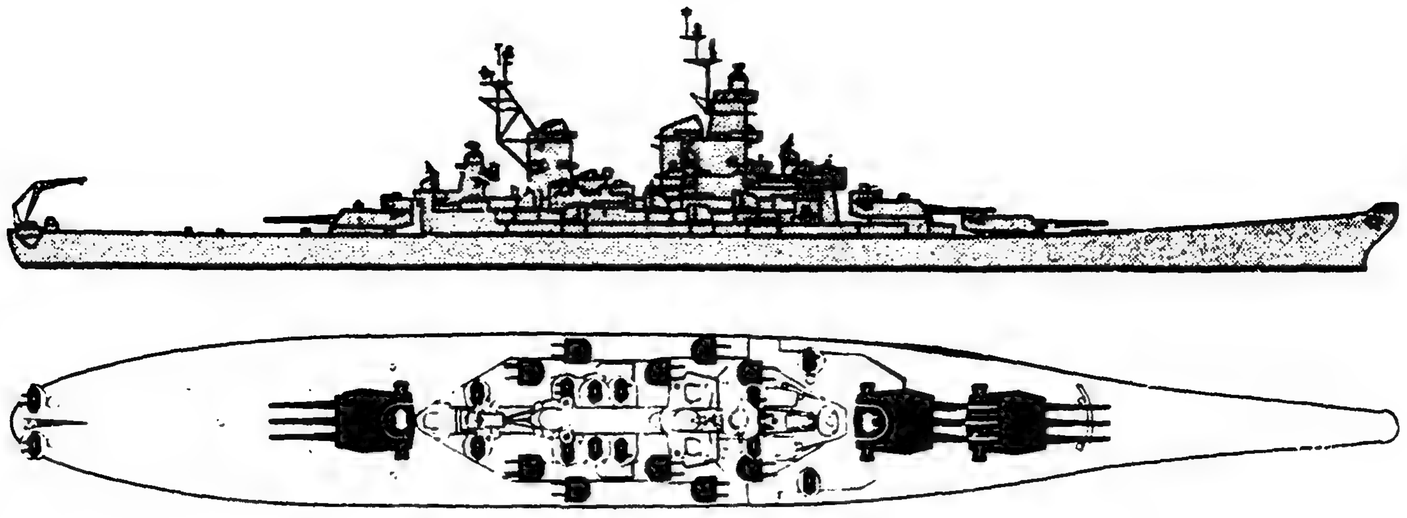
CVE 83—SARGENT BAY (CASABLANCA Class). 1945



CVE 115—BAIROKO (CVE COMMENCEMENT BAY Class.). 1948

COMMENCEMENT BAY Class
DISPL.—10,900 tons
LENGTH—557′; BEAM—75′;
DRAFT—31′
ARMAMENT—1-2 5″/38 DP;
36 40 mm AA
SPEED—19 knots: COMPLETED—
1945-46

CASABLANCA Class
DISPL.—7,800 tons
LENGTH—512′; BEAM—65′;
DRAFT—20′
ARMAMENT—1 5″/38 DP;
8 40 mm AA (twin)
SPEED—19 knots; COMPLETED—
1943-44

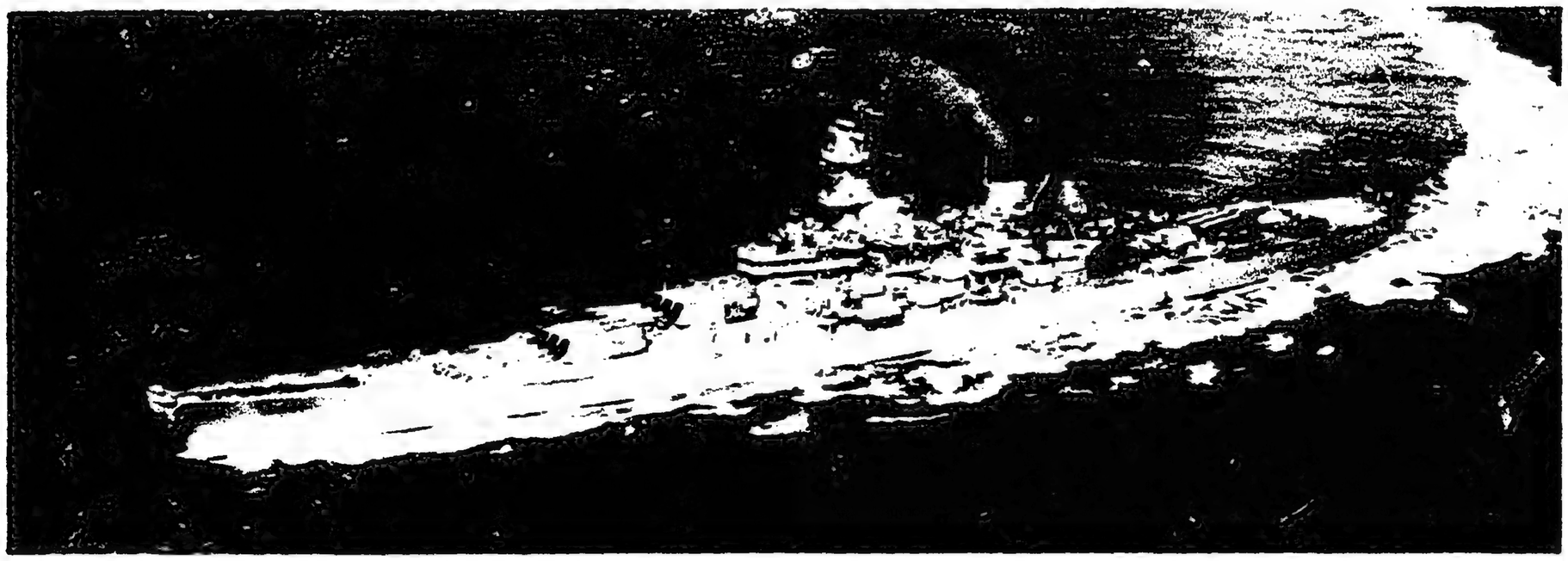


The IOWA Class battleships are the largest battleships in the world. Their inclusive cost is officially stated to exceed $100,000,000 each. The IOWA and NEW JERSEY were each built in approximately 33 months, less time than occupied by some of the smaller battleships. This class is easily identified by the two massive funnels. Like other U. S. battleships, the IOWA Class has a streamlined tower bridge. These ships can be identified by this bridge structure with its pole foremast, two vertical capped stacks, and a tripod mainmast which is stepped against the after stack and is used to accommodate flag hoists. From the air the shape of the bow is distinctive.

DISPL.—45,000
LENGTH—887′; BEAM—108′; DRAFT—37′
ARMAMENT—9 16″/50; 20 5″/38 DP
SPEED—33 knots; COMPLETED—1943–44

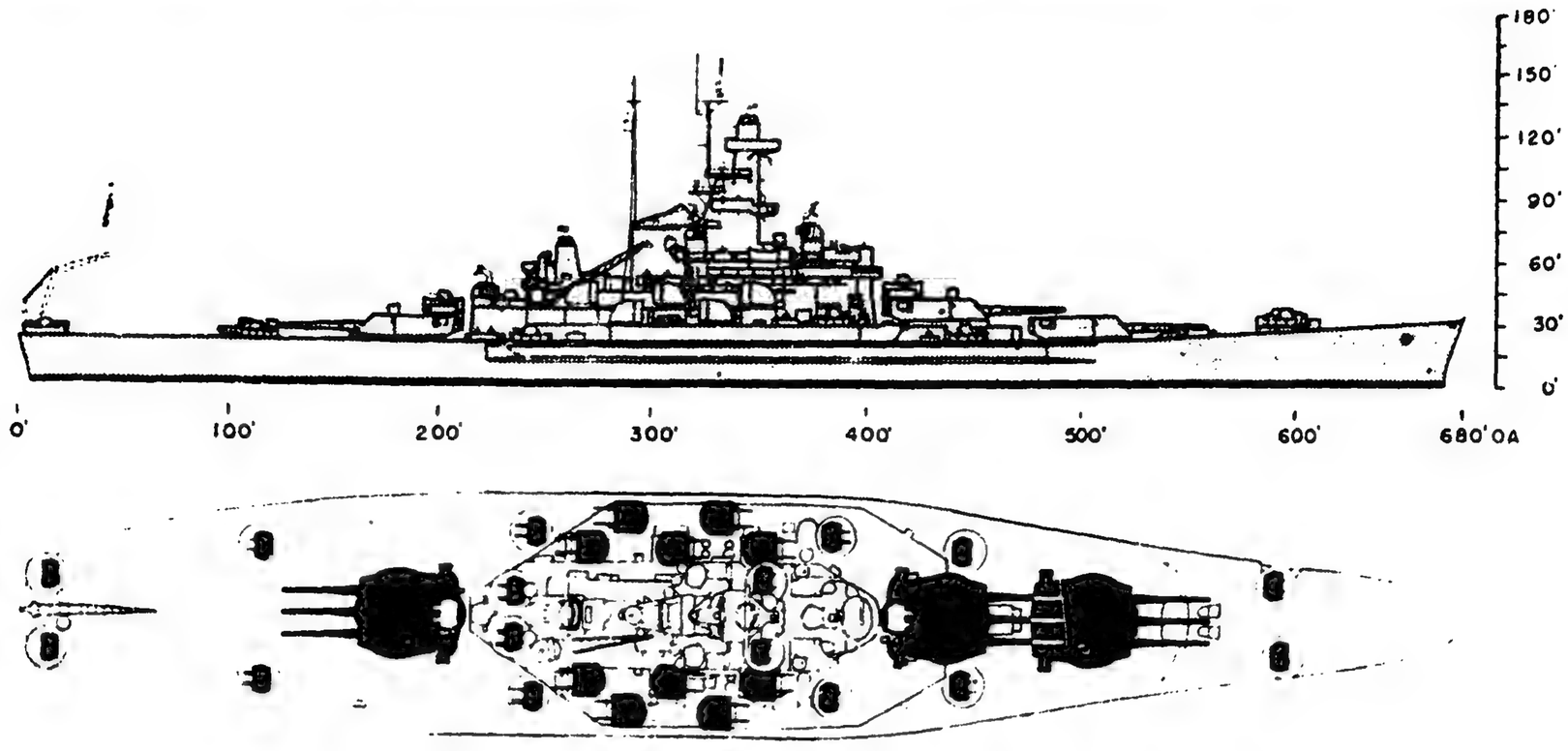


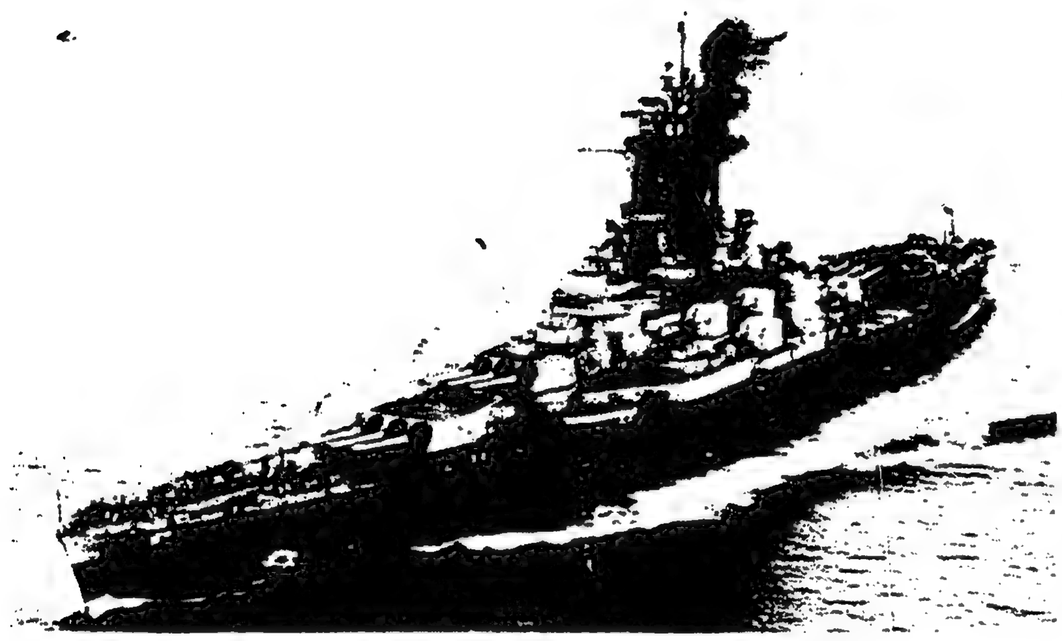
Left to Right: NEW JERSEY, MISSOURI, WISCONSIN, and IOWA.



BB–61 IOWA. 1952

U.S.—BB SOUTH DAKOTA Class





BB 60—ALABAMA. circa 1944

Note: Catapults and 20 mm AA guns have been removed from ships in this class. See drawing above.

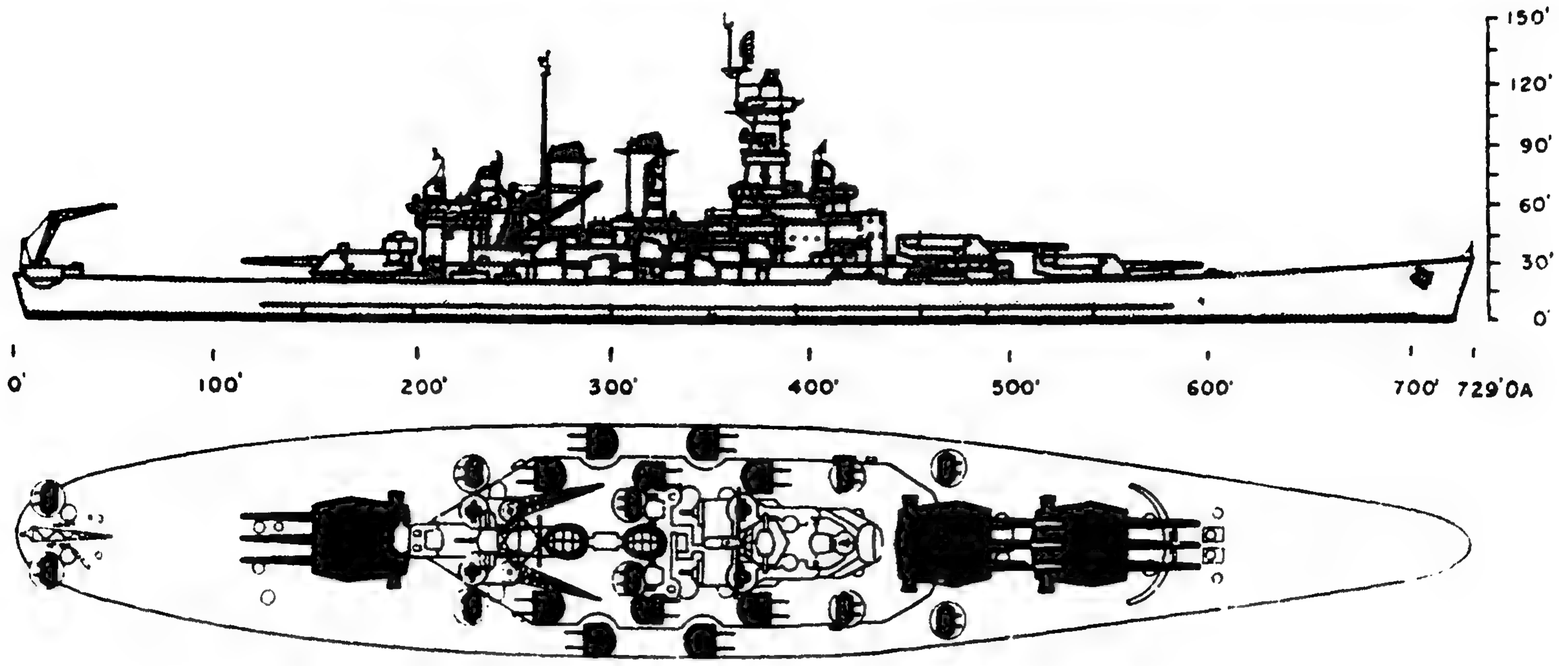
Improvements in machinery arrangement, protection and in other directions combined with their heavy armament makes this class the most powerful battleships for their size in the world. The single stack is faired into the bridge structure and rather difficult to spot from some angles. This design resulted in the world's shortest 35,000-ton battleships. SOUTH DAKOTA mounts two less 5″ twin turrets in order to accommodate additional flag fittings. Note that their dual-purpose 5″ gun battery is mounted a deck level higher than in the NORTH CAROLINA Class.

DISPL.—35,000 tons
LENGTH—680′; BEAM—108′;
DRAFT—36′
ARMAMENT—9 16″/45; 20 5″/38 DP
(SOUTH DAKOTA—16)
SPEED—27 knots; COMPLETED—1942



BB 59—MASSACHUSETTS. 1944

U.S.—BB NORTH CAROLINA Class



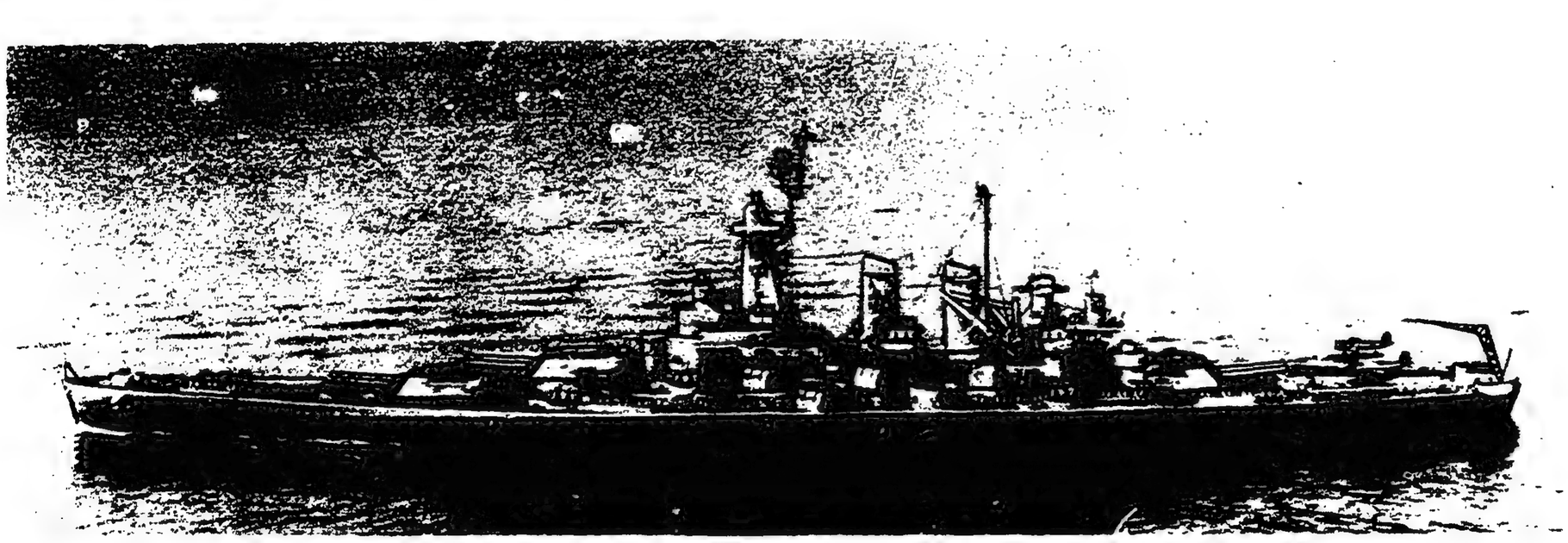
The two battleships in this class were our newest in the opening stages of World War II and the first modern U. S. fast battleships. Both units saw plenty of action from the Battle of Guadalcanal to the shelling of the Japanese homeland late in the war. The tower foremast and the all dual-purpose, turreted secondary battery for U. S. capital ships were introduced in this class. In general appearance, the NORTH CAROLINA represents a radical departure from older type battleships. The salient recognition feature is the spacing of the two slender stacks with their slanting caps. Like most contemporary foreign battleships, these ships were given a flush-deck hull.

DISPL.—35,000 tons
LENGTH—729′; BEAM—108′
DRAFT—35′
ARMAMENT—9 16″/45; 20 5″/38 DP
SPEED—27 knots; COMPLETED—1941



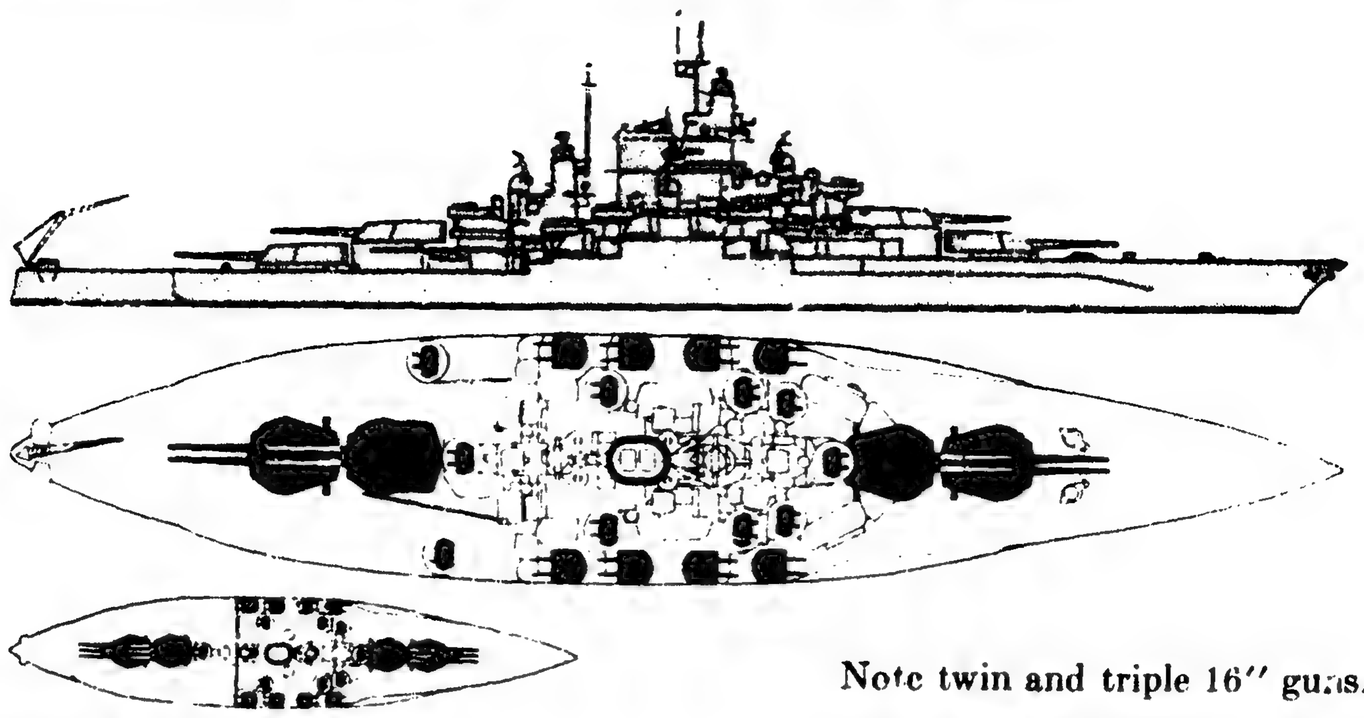
BB 55—NORTH CAROLINA. 1946

Note: Catapults and 20 mm AA guns have been removed from ships in this class. See drawing above.



BB 56—WASHINGTON. circa 1945

U.S.—BB TENNESSEE and WEST VIRGINIA Classes



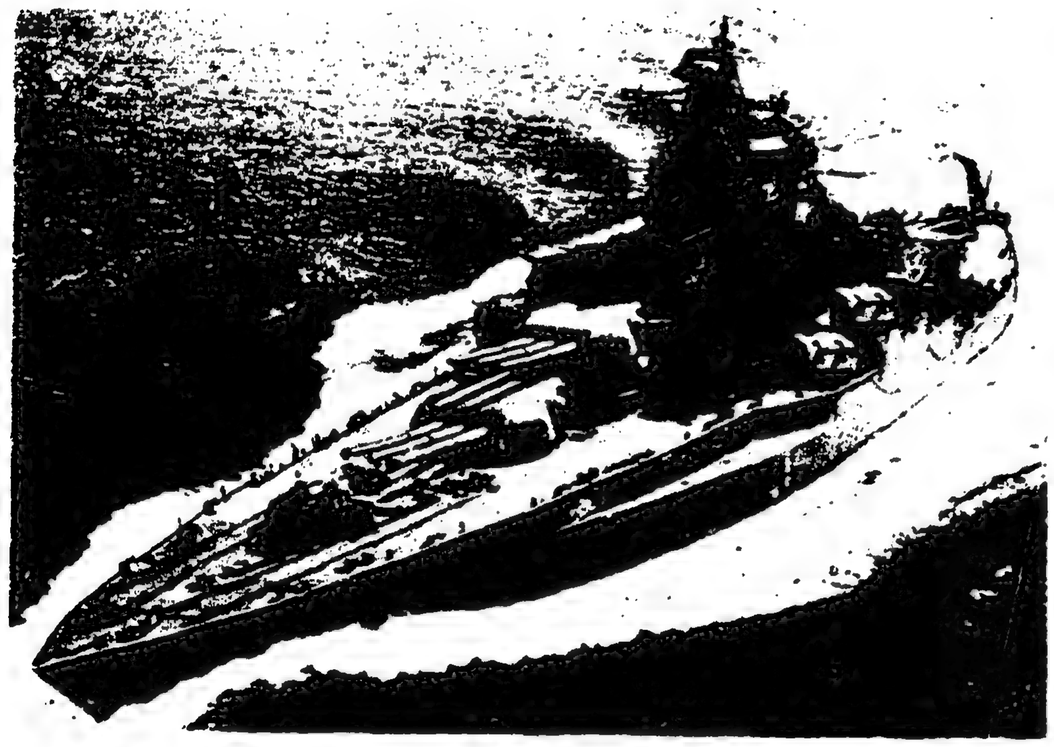
WEST VIRGINIA above

TENNESSEE lower left

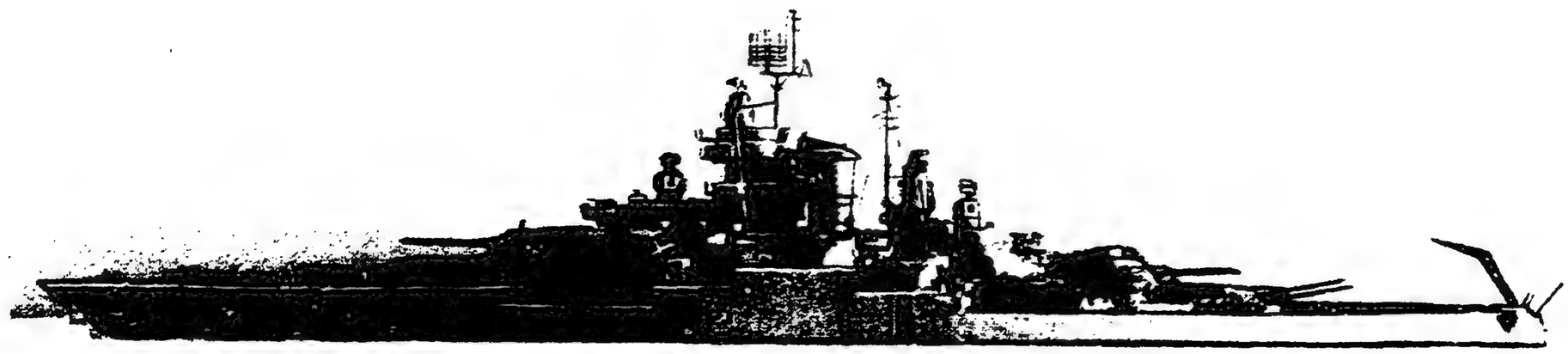
Note twin and triple 16″ guns.

The WEST VIRGINIA, originally built as a unit of the COLORADO Class, is now patterned after the TENNESSEE, differing principally in the main battery. Serious damage to the CALIFORNIA and slight damage to the TENNESSEE at Pearl Harbor resulted in considerable wartime alterations to both units and the modernization of their armament. An additional hull has been built around the original, providing greater beam, underwater protection and stability. This class now bears close resemblance to the SOUTH DAKOTA Class. A somewhat more prominent stack and four instead of three turrets are the main differences between this group and the SOUTH DAKOTAs.

DISPL.—31,800–32,600 tons
LENGTH—624′; BEAM—114′;
DRAFT—34′
ARMAMENT—8 16″/45 (W. VA.) or 12 14″/50 (TENN., CAL.); 16 5″/38 DP
SPEED—21 knots; COMPLETED—1920–23

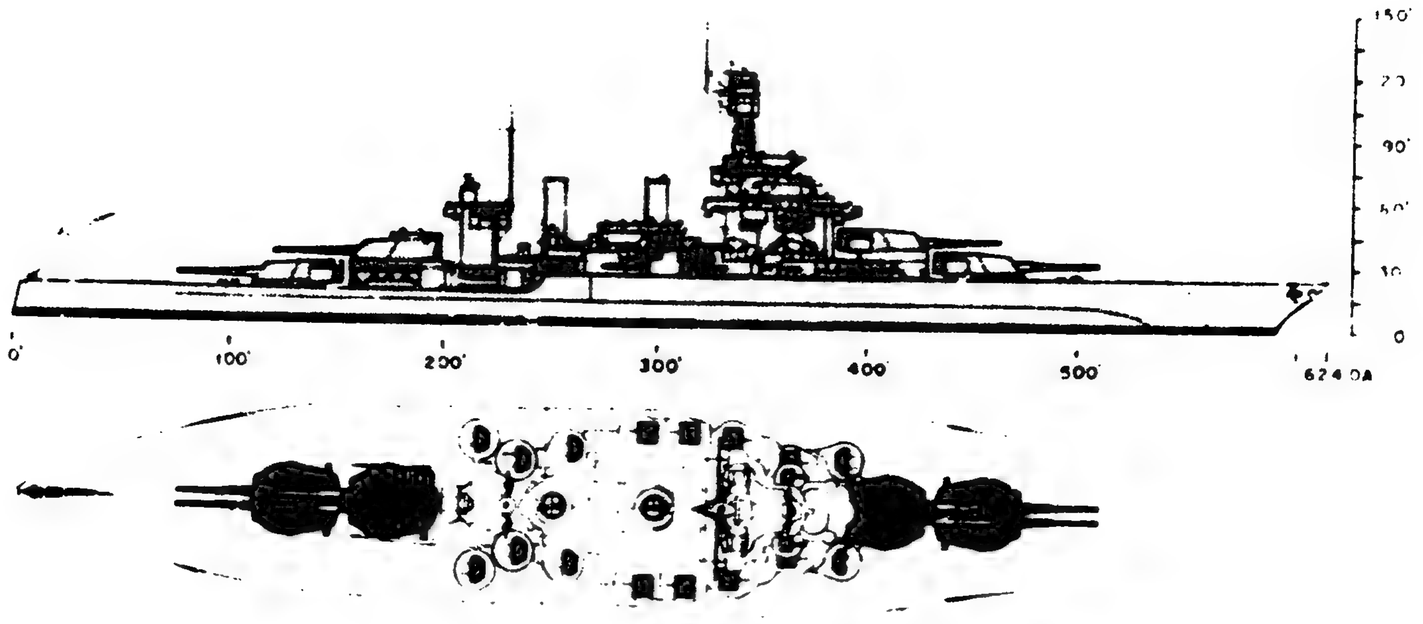


BB 43—TENNESSEE. 1945



BB 43—TENNESSEE. 1943

U.S.—BB COLORADO Class



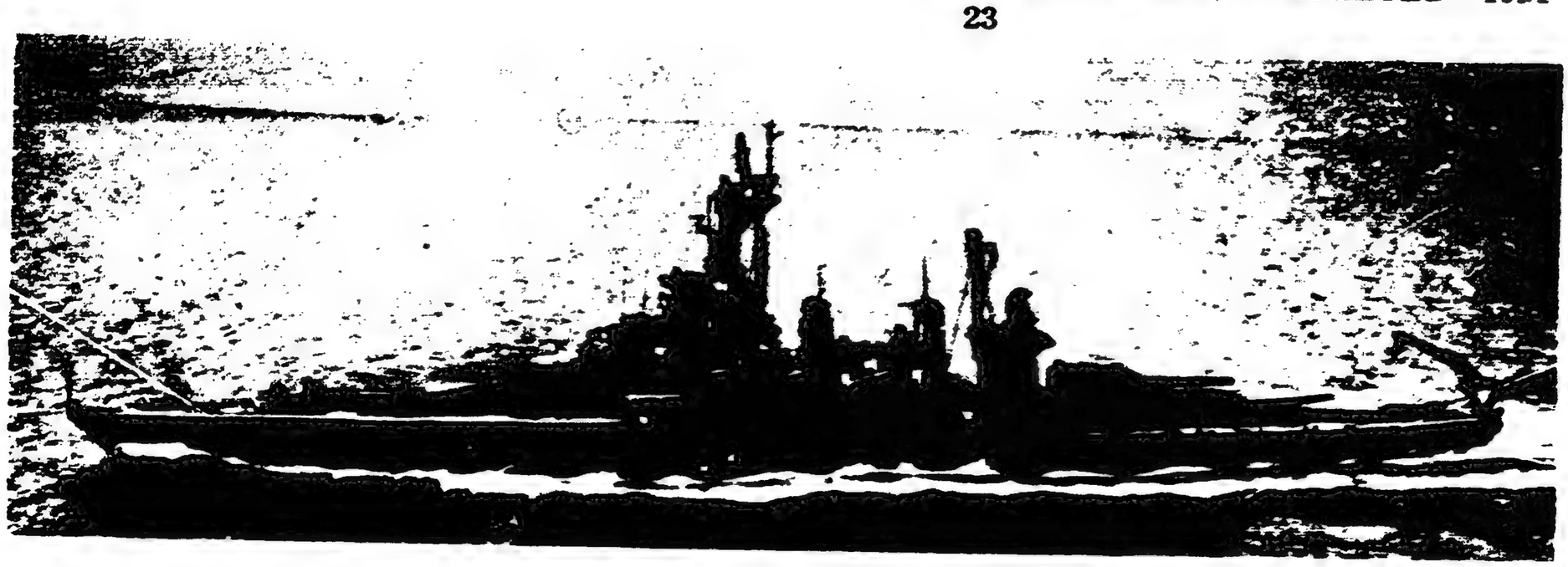
Note: Catapults and 20 mm AA guns have been removed from ships of this class. See drawing above.



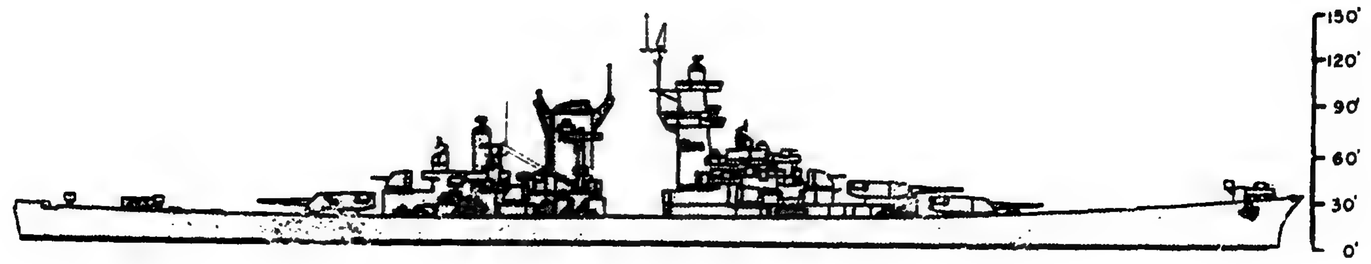
BB 45—COLORADO. Note secondary battery gun shields. 1944

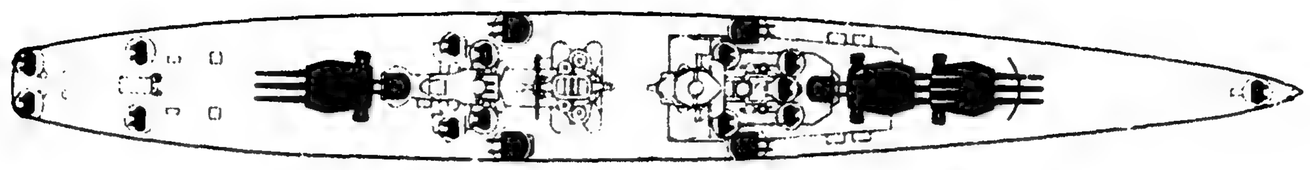
As first completed, the COLORADO's were practically identical to the original TENNESSEE in nearly all aspects except main battery armament. Eight 16" guns in twin turrets replaced the four triple 14" gun turrets of the preceding vessels. The WEST VIRGINIA has been modernized along the lines of the new TENNESSEE. The other two units have undergone limited alterations, but still retain much of their original appearance including the cage foremast. Two thin vertical stacks have been retained but the cage mainmast has been replaced with a "stump" mainmast. These were the first 16" gun battleships completed for the U. S. Navy.

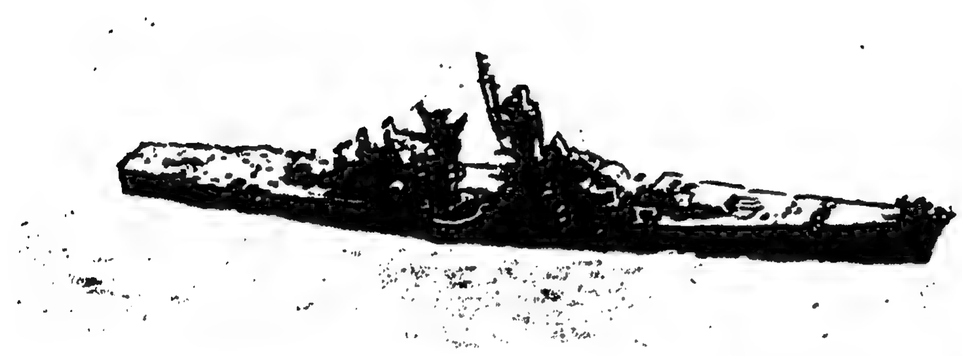
DISPL.—31,500 tons
LENGTH—624'; BEAM—108';
DRAFT—35'
ARMAMENT—8 16"/45; 8 5"/51 DP;
8 5"/25 DP
SPEED—21 knots; COMPLETED—1921–23



BB 46—MARYLAND. Note turretted secondary battery. 1945







CB 1—ALASKA. circa 1945

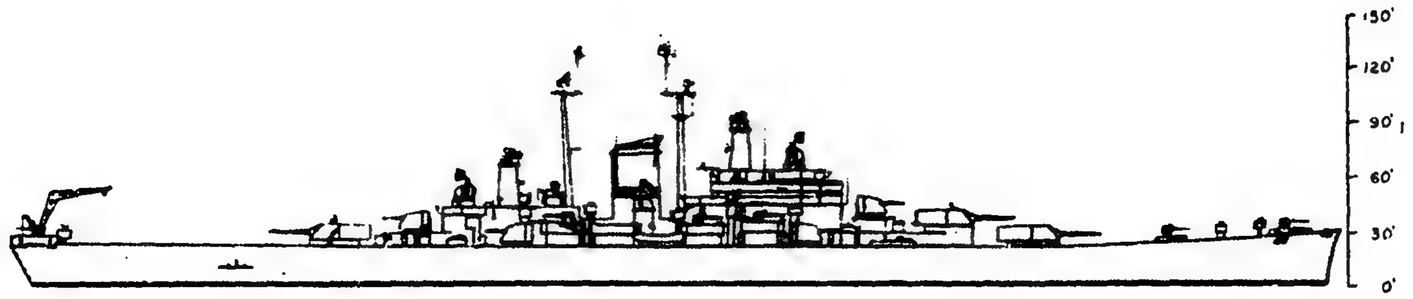
Essentially cruisers mounting capital ship caliber main battery guns, the ALASKA and her sister ship GUAM are the first of their type in the U. S. Navy. The ALASKAs have departed from the usual U. S. cruiser design in having a battleship type tower foremast. The shape and position of their single stack give them a distinctive profile. The space between the stack and tower foremast, as shown by the recent drawing above, is a salient recognition feature.

DISPL.—27,500 tons
LENGTH—808′; BEAM—91′; DRAFT—33′
ARMAMENT—9 12″/50; 12 5″/38 DP
SPEED—30 knots; COMPLETED—1944–45

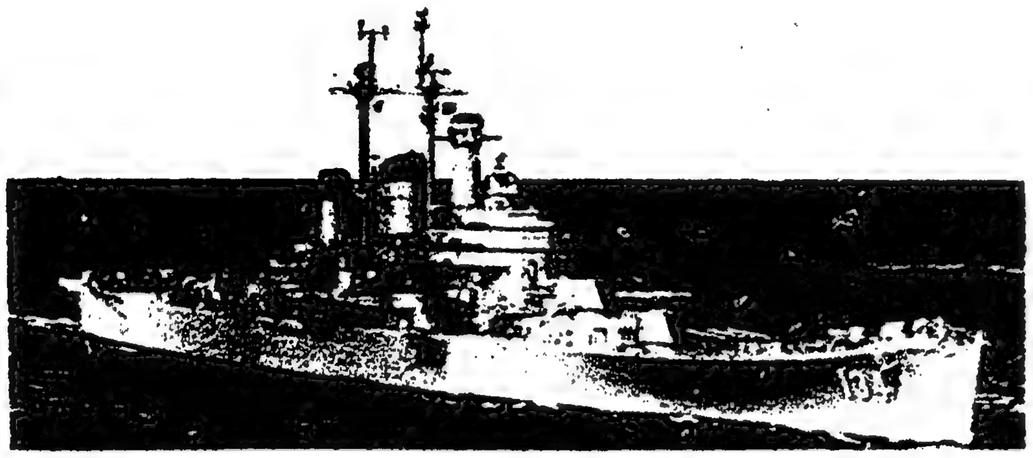


CB ALASKA Class. circa 1945

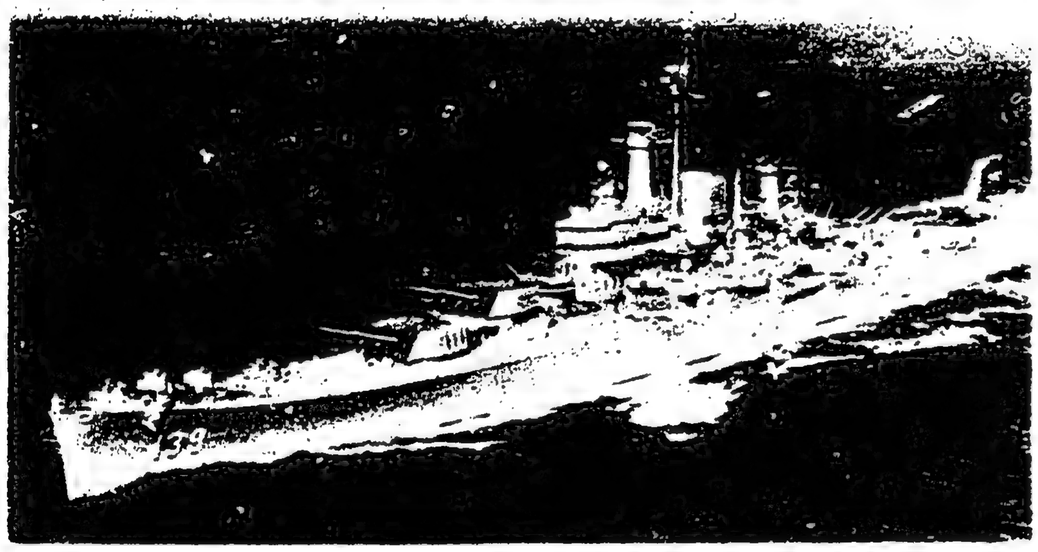
U.S.—CA DES MOINES Class







CA 134—DES MOINES. 1952

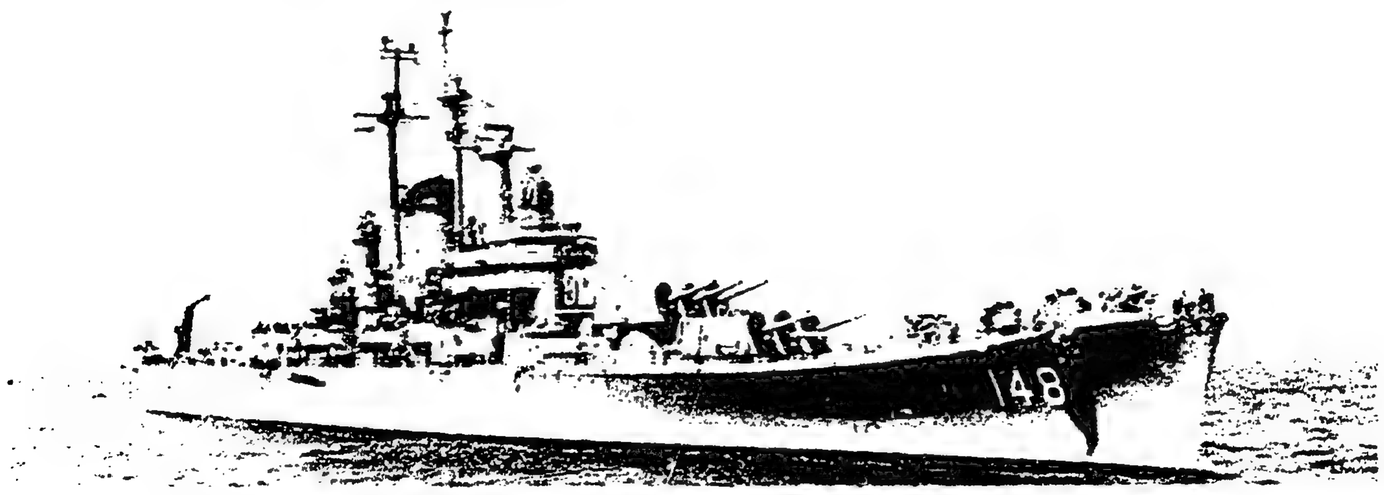


CA 139—SALEM. 1952

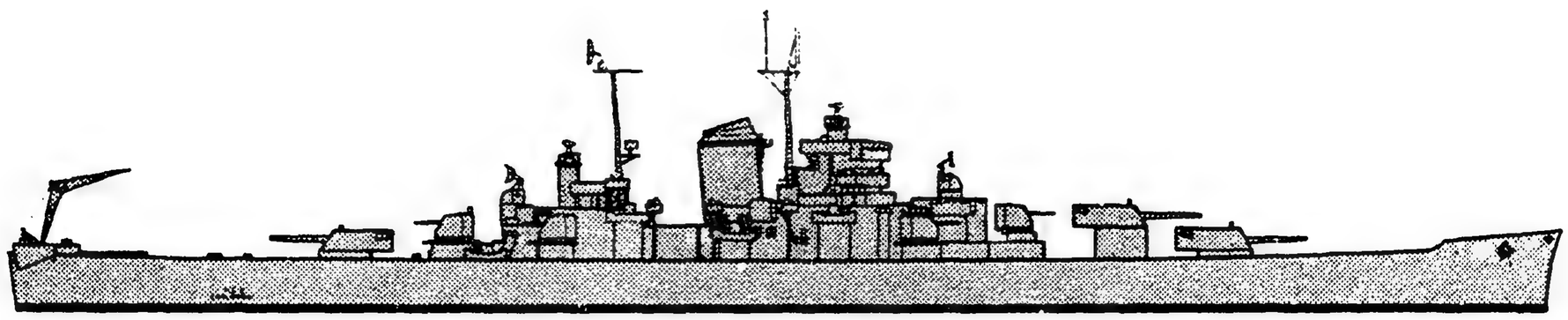
CA 148—NEWPORT NEWS. circa 1952

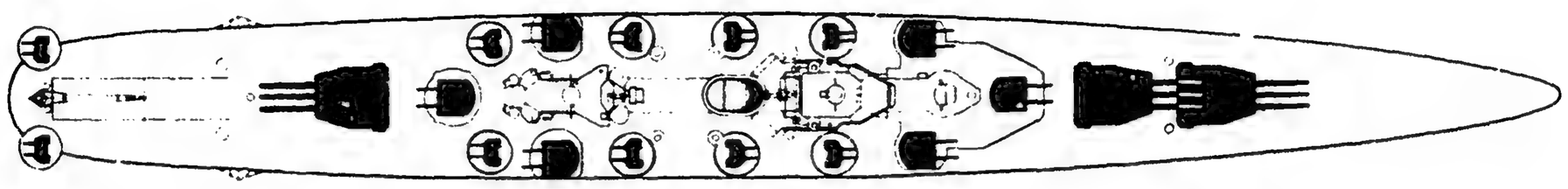
Though somewhat larger and heavier, these cruisers are recognitionally similar to the OREGON CITY Class. The single stack is somewhat taller and the high director towers fore and aft are identification features. The main battery mounts of new rapid firing 8″ guns use cased ammunition. The stern has been rounded off considerably from the typical square transom type sterns of earlier U. S. cruiser designs. Bridge structure is set well aft of forward turrets. Note the larger turrets, whose shape resembles that of main battery turrets mounted in the ALASKA and newer battleships.

DISPL.—17,000 tons
LENGTH—716′; BEAM—74′;
DRAFT—25′
ARMAMENT—9 8″/55; 12 5″/38 DP
SPEED—32 knots; COMPLETED—1948–49



U.S.—CA OREGON CITY Class





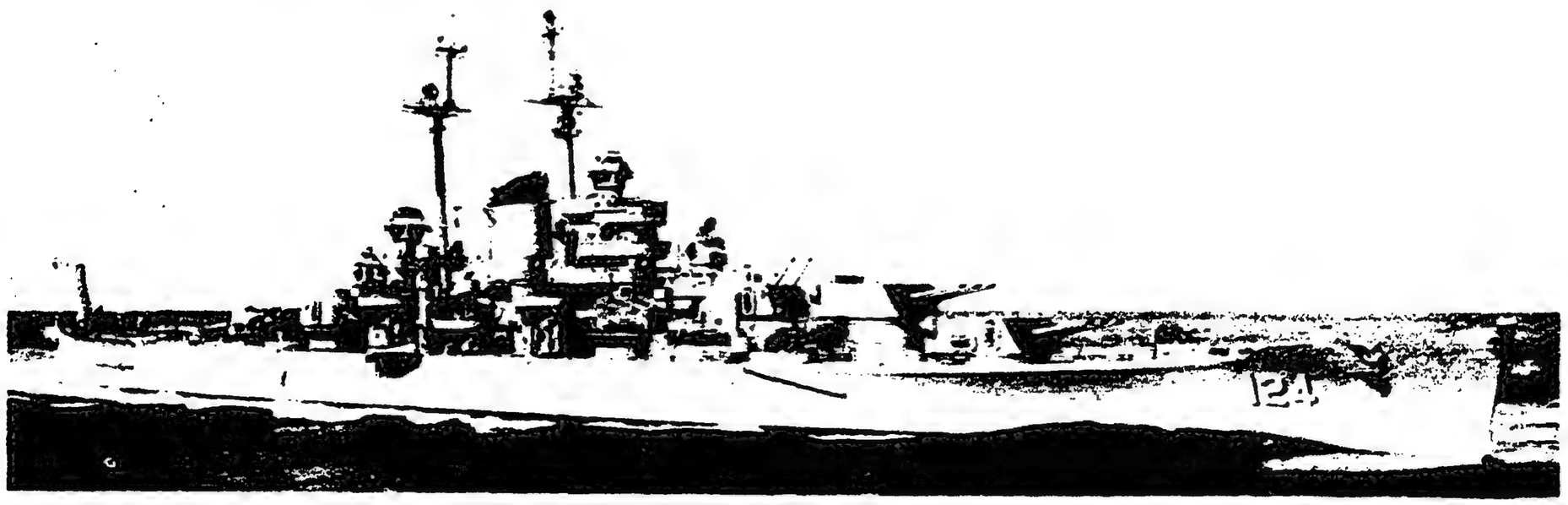


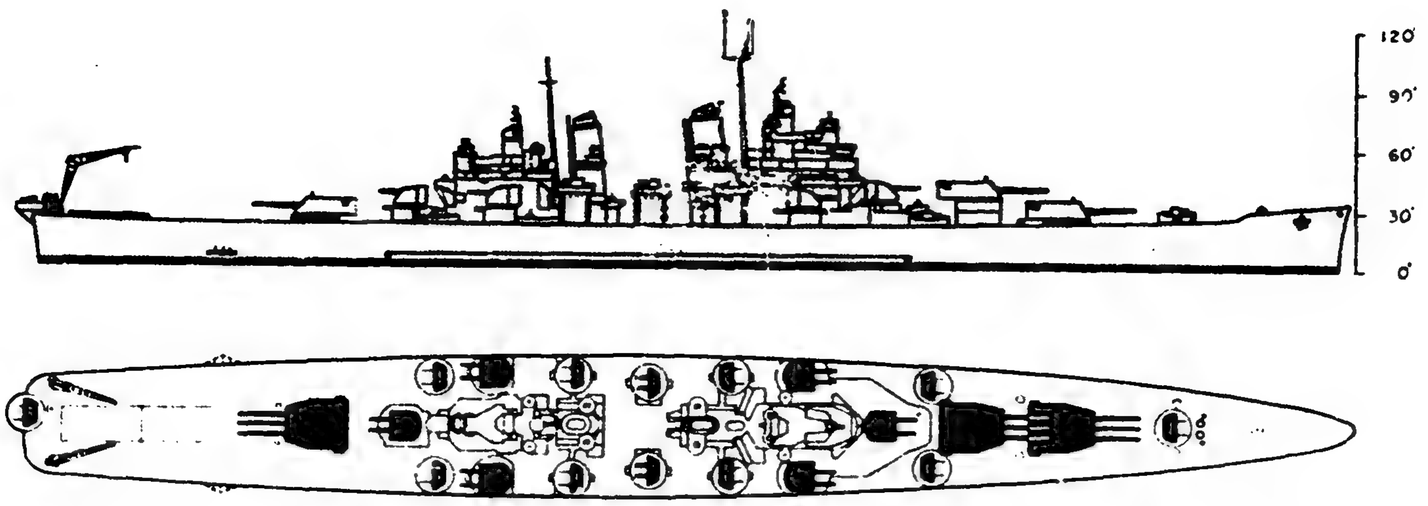
CA 123—ALBANY. circa 1952

Built to a modified BALTIMORE design, the OREGON CITY Class units were given one broad stack instead of the two thinner funnels of the earlier ships. The after bridge has been cut down which, together with the single stack and closer spacing of the pole masts, results in a smaller silhouette. A fourth ship of this class, NORTHAMPTON, CA-125, was cancelled while half completed in 1945 but was reordered as a command ship in 1947. Bridge superstructure of the OREGON CITY is located well aft of the forward turrets as found on the DES MOINES.

DISPL.—13,700 tons
LENGTH—673′; BEAM—71′;
DRAFT—27′
ARMAMENT—9 8″/55; 12 5″/38 DP
SPEED—32 knots; COMPLETED—1947

CA 124—ROCHESTER. 1954





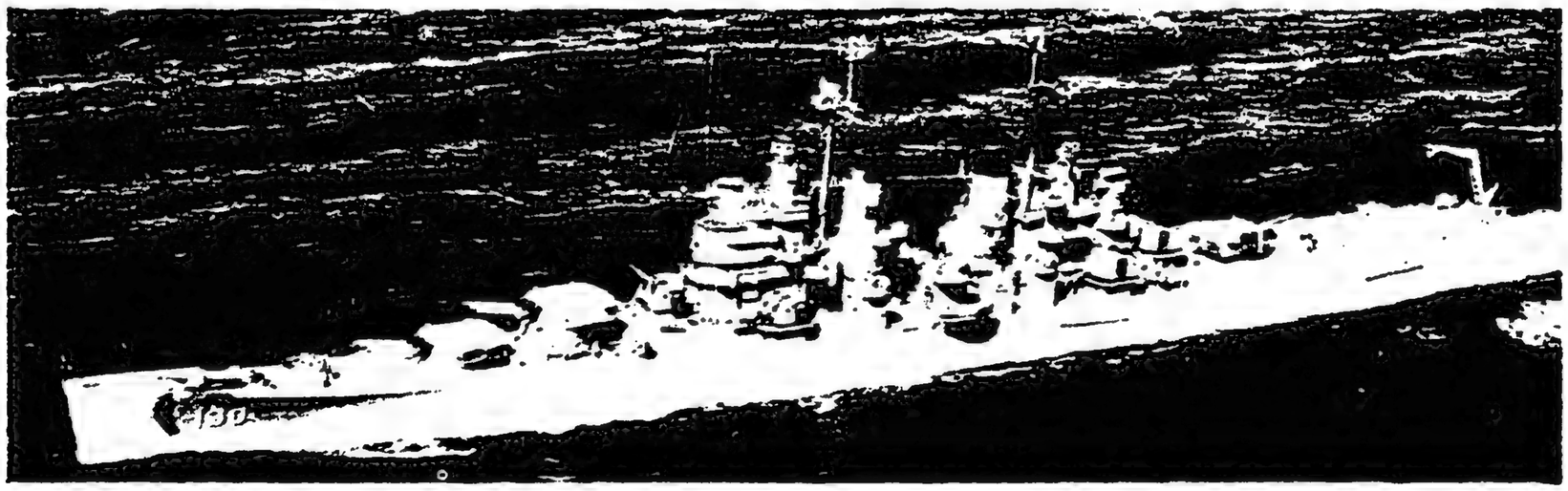
Units of the BALTIMORE Class were the first U. S. heavy cruisers built after the naval treaty displacement limitations were discarded. With the same main battery as the WICHITA, their increased size is devoted to improved protection, AA armament, and seakeeping ability. Very similar in appearance to the CLEVELAND Class light cruiser, they can be distinguished by the number of main battery turrets, broader stacks, and wider separation of masts. BOSTON (CA 69) and CANBERRA (CA 70) are being converted to guided missile ships, and have been redesignated as CAG 1 and CAG 2 respectively.

DISPL.—13,600 tons
LENGTH—673′; BEAM—70′; DRAFT—27′
ARMAMENT—9 8″/55; 12 5″/38 DP; 20 3″/50 AA
SPEED—33 knots; COMPLETED—1943-45

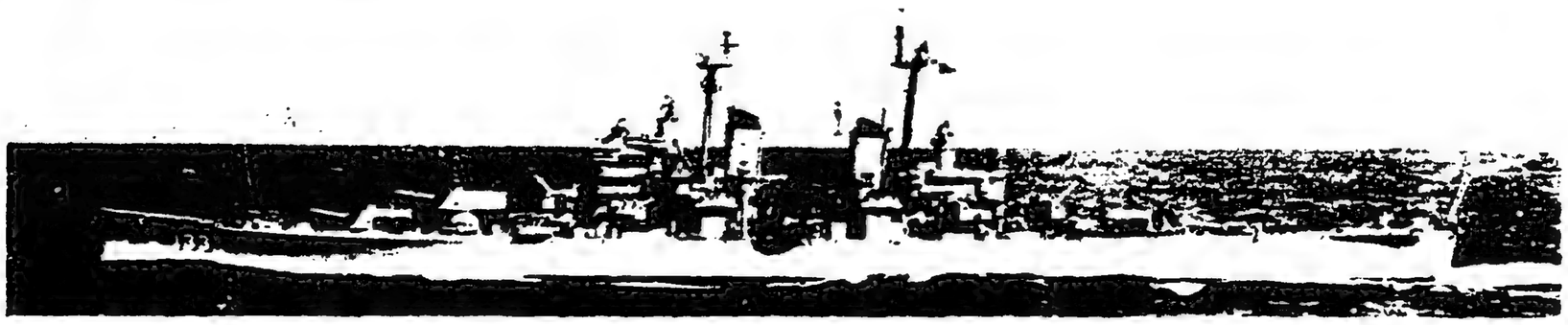


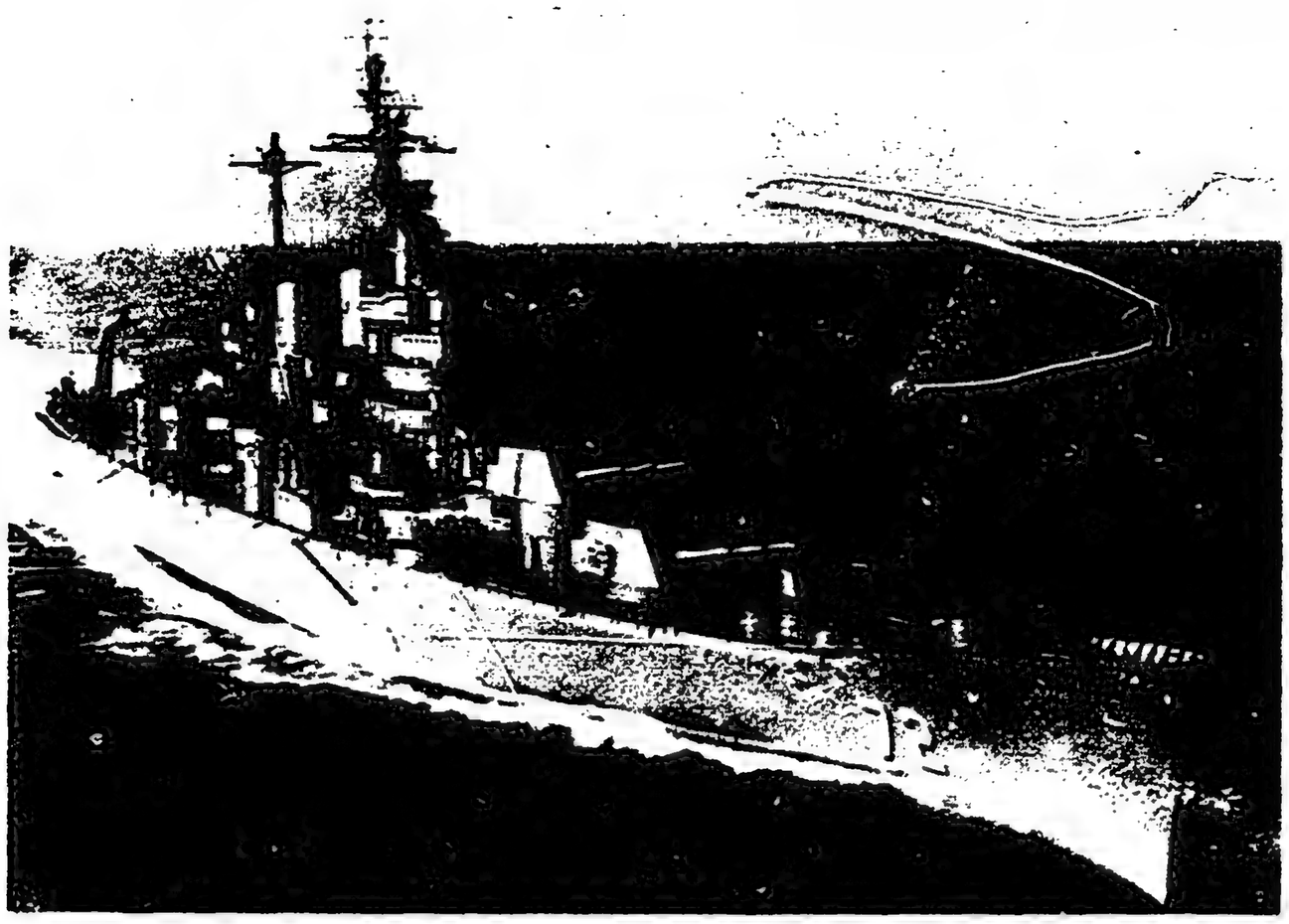
CA 68—BALTIMORE. 1954

CA 130—BREMERTON. 1952



CA 133—TOLEDO. 1954



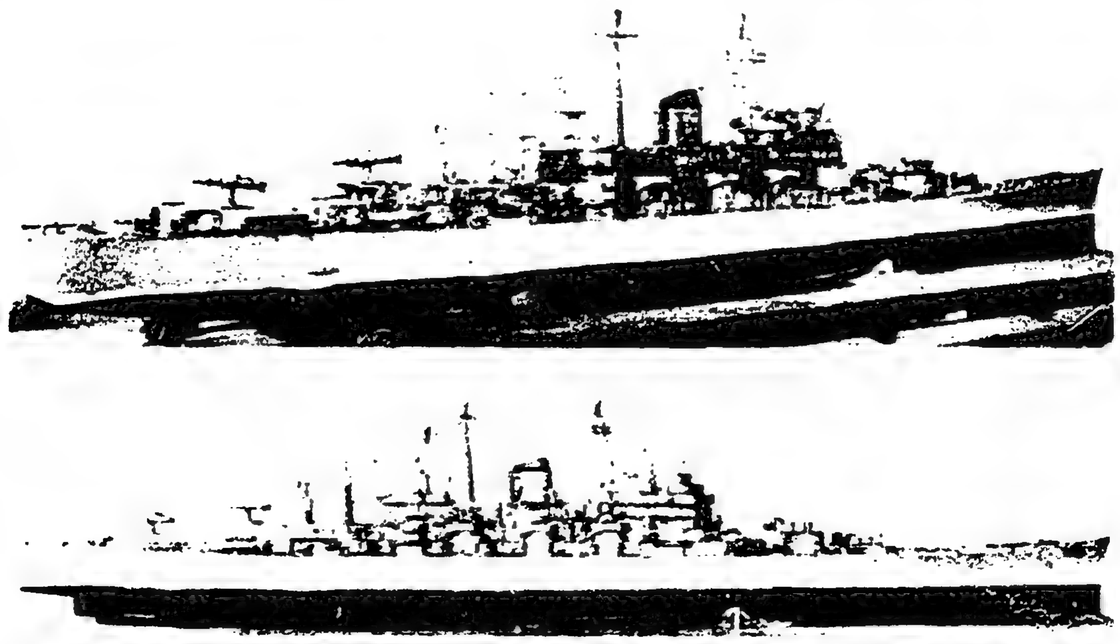


CA 72—PITTSBURGH. 1953

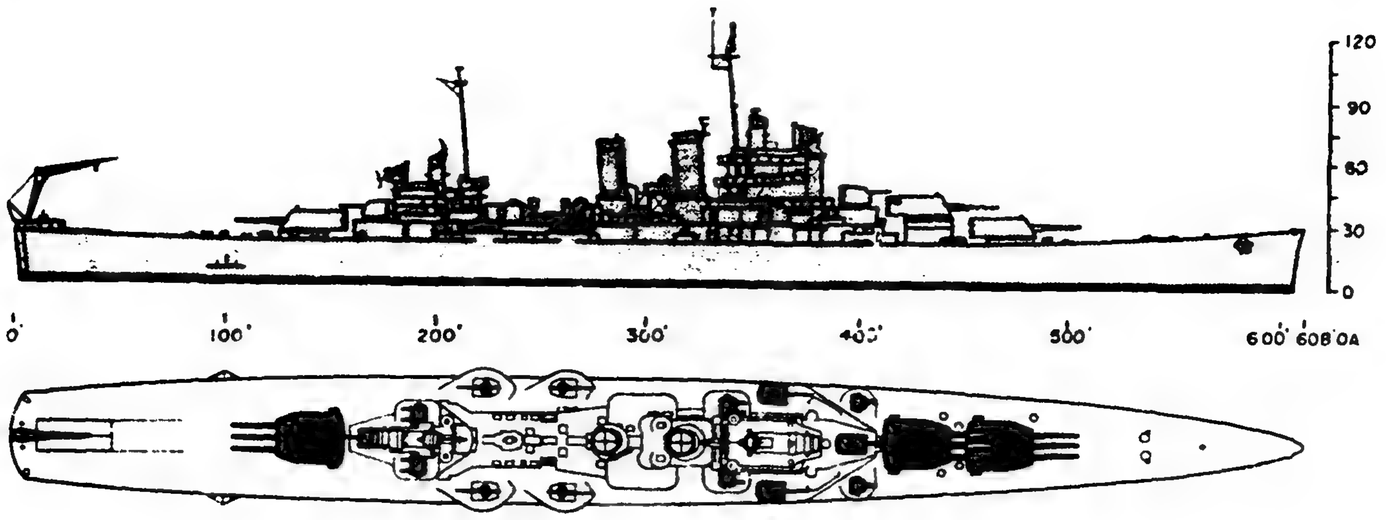


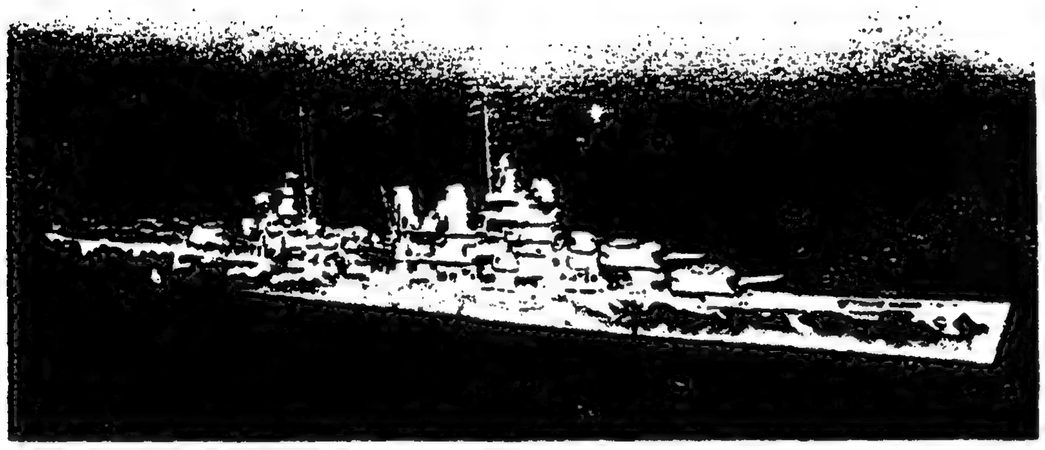
CA 73—ST. PAUL. 1952

MODEL OF CAG 1 BOSTON



U.S.—CA WICHITA





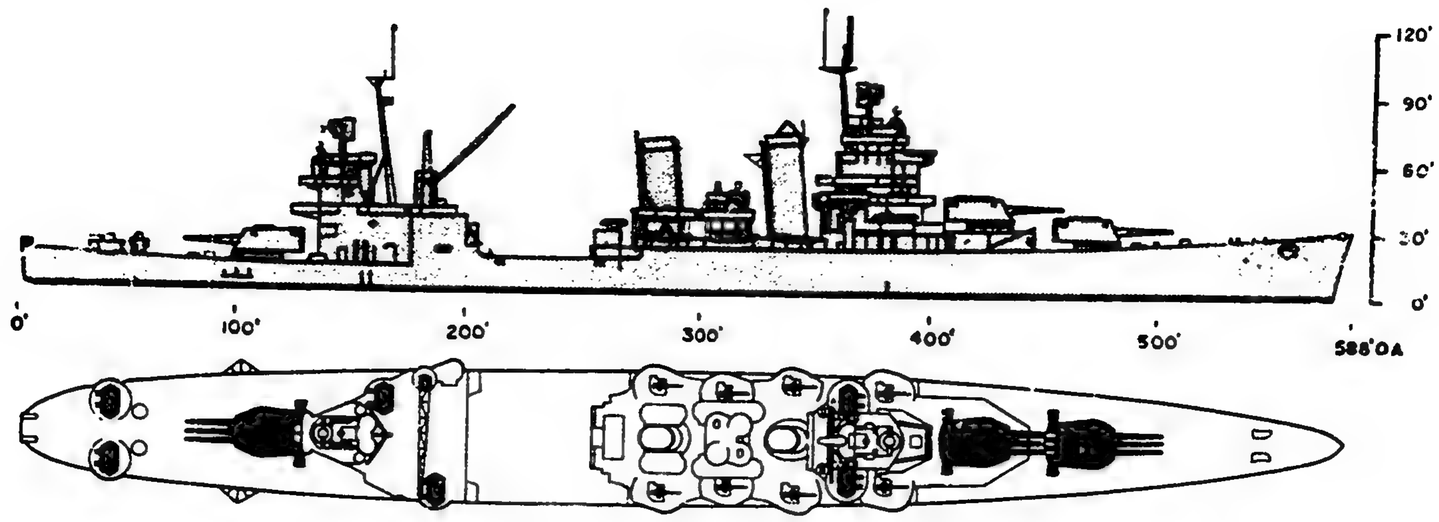
CA 45—WICHITA.

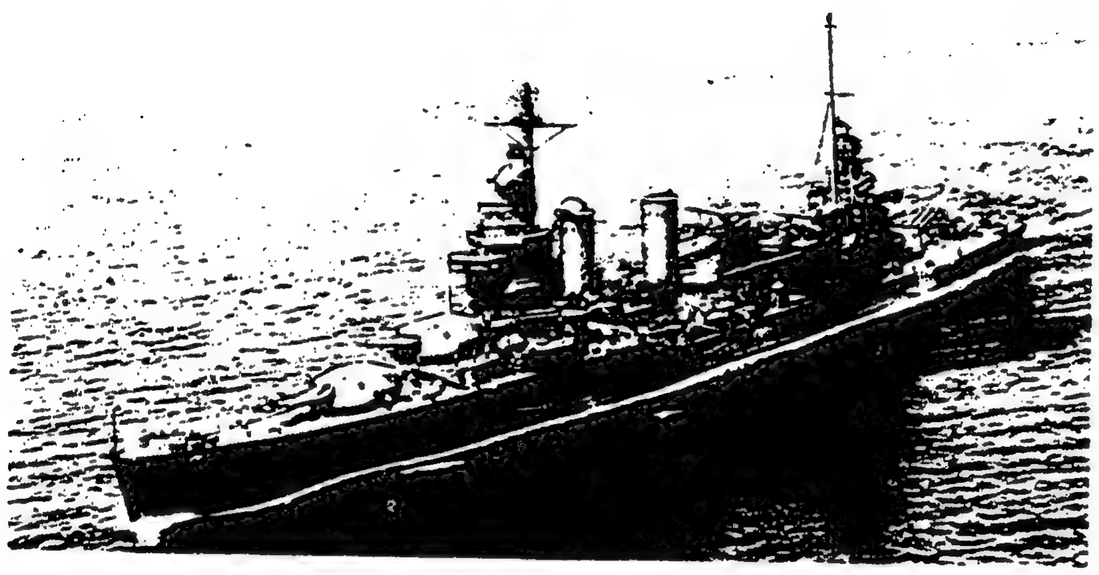
Very similar in appearance to the BROOKLYN Class light cruisers, the WICHITA has often been unofficially called an 8" gun BROOKLYN. She is the last U. S. heavy cruiser built under the terms of the London Naval Treaty of 1930, and introduced the flush-deck, high transom stern and built-in fan tail hangar, in American heavy cruisers. In heavy cruiser design development she marks a transitional step between the NEW ORLEANS and BALTIMORE Classes. Like the BROOKLYN's, the WICHITA has the two closely spaced raking stacks and widely spaced pole masts. She differs from the BROOKLYN's mainly in number and size of main battery turrets.

DISPL.—10,000 tons
LENGTH—608'; BEAM—62';
DRAFT—25'
ARMAMENT—9 8"/55; 8 5"/38 DP
SPEED—32 knots; COMPLETED—1939

CA 45—WICHITA. 1943 Note: Catapults and 20 mm AA guns since removed. See drawing above.







CA 32—NEW ORLEANS

The NEW ORLEANS Class represents a turning point in American cruiser design development, particularly with respect to armor and underwater protection. Other innovations included the use of the pole masts and relocation of the aircraft hangar and catapults. Recognition features in addition to the space now abaft the stacks are the searchlight platform between the closely spaced raked stacks and the hangar superstructure unusually far aft. War losses include the QUINCY, ASTORIA and VINCENNES.

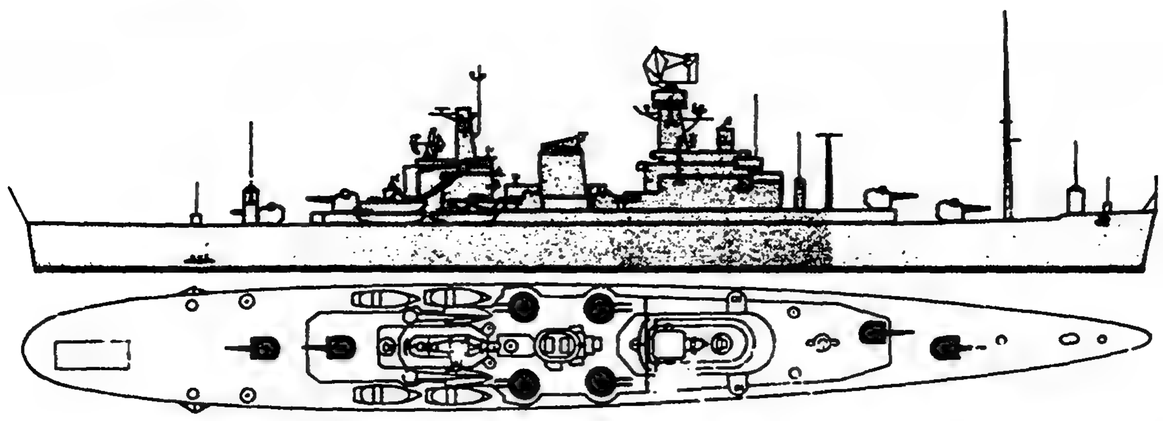
DISPL.—9,950 tons
LENGTH—588′; BEAM—62′;
DRAFT—25′
ARMAMENT—9 8″/55; 8 5″/25
SPEED—30 knots; COMPLETED—1934

Note: Catapults and 20 mm AA guns have been removed from ships of this class. See drawing above.

CA 32—NEW ORLEANS. 1943



U.S.—CLC NORTHAMPTON Class



The CLC NORTHAMPTON Class consists of one ship, the NORTHAMPTON. This ship was originally designed as a heavy cruiser of the modified BALTIMORE Class, and was to have been completed as a unit of the OREGON CITY Class, but she was finally completed as a tactical command ship. Heavy gun armament was removed to allow the installation of large communication, radar, and electronic facilities. She is fully air conditioned with an installation at least as extensive as that of the largest heavy cruiser SALEM which she now approximates in displacement. She can be easily identified by the large pole mast on her forecastle, large stack amidships between superstructures, and large radar antenna on the forward superstructure. Note location and size of main battery gun mounts for this cruiser.

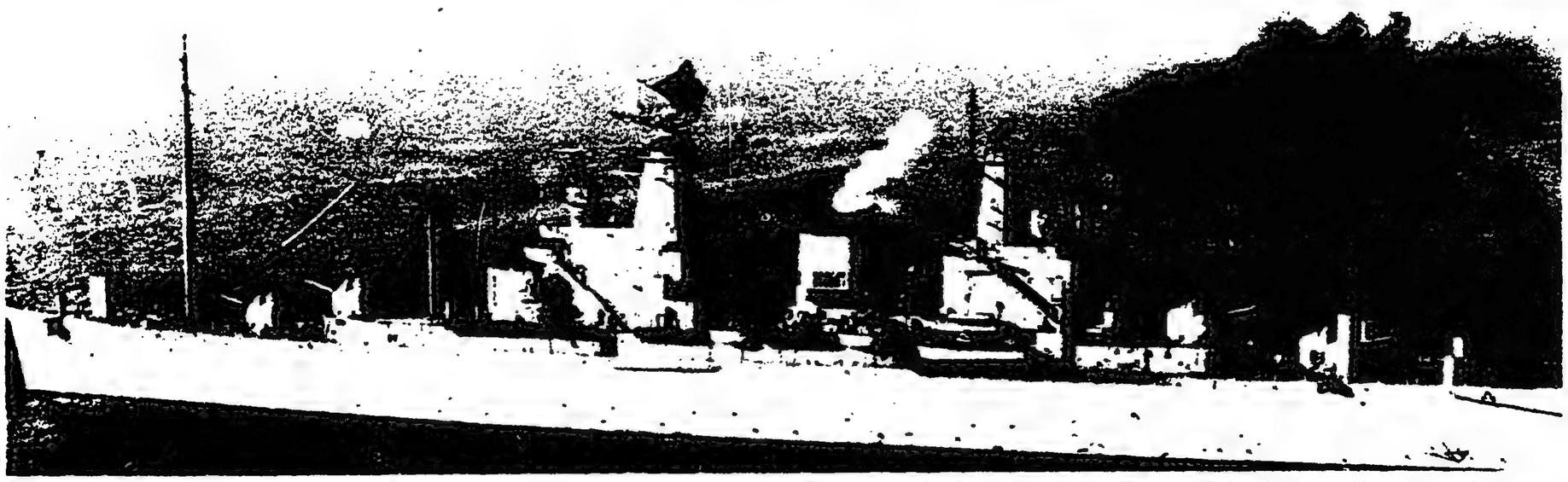
DISPL.—17,000 tons
LENGTH—676′; BEAM—71′; DRAFT—29′
ARMAMENT—4 5″/54; 8 3″/50 AA
SPEED—33 knots; COMPLETED—1953

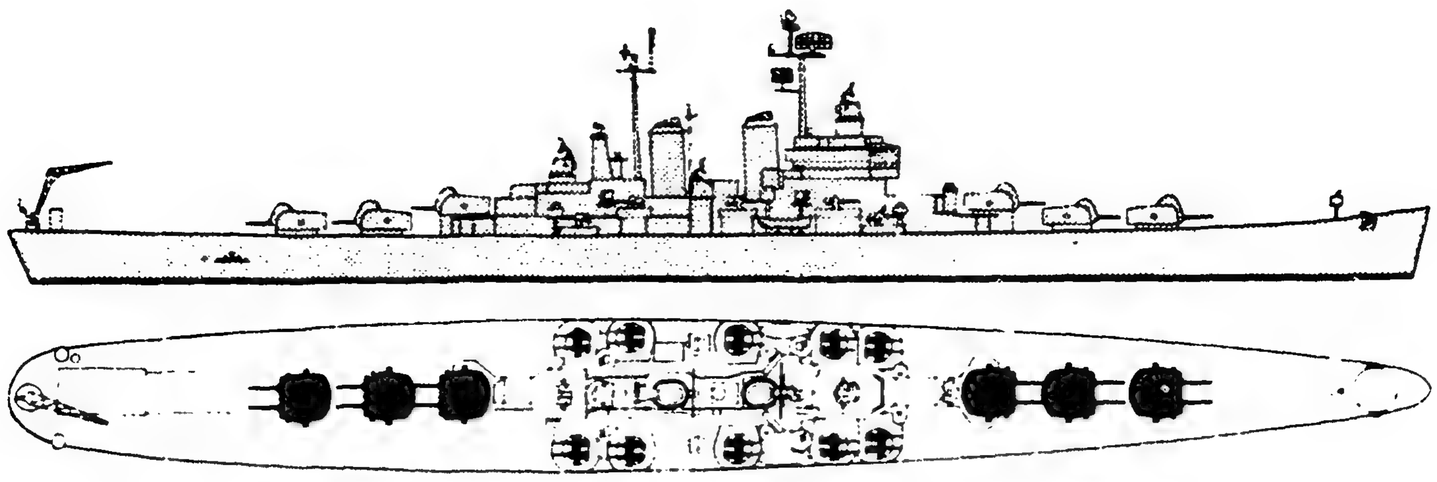


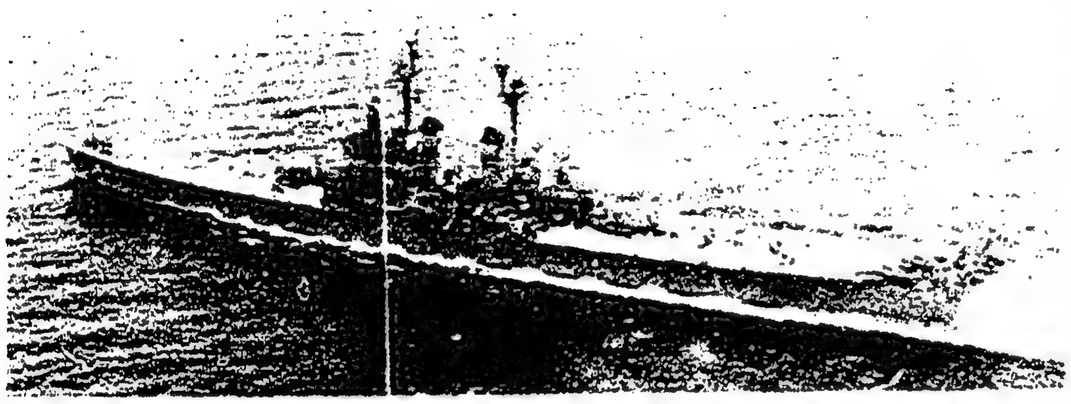
CLC 1—NORTHAMPTON. 1954

CLC 1—NORTHAMPTON. 1953





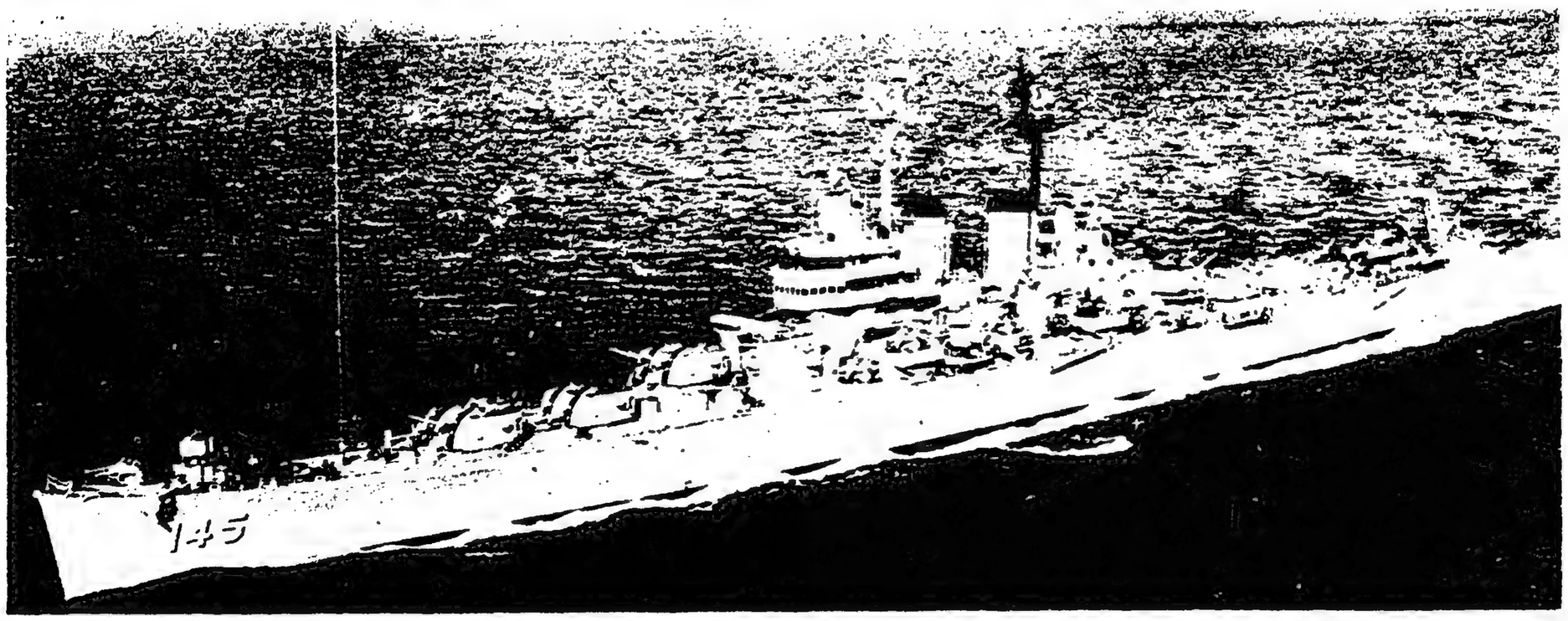




CL 144-WORCESTER. 1952

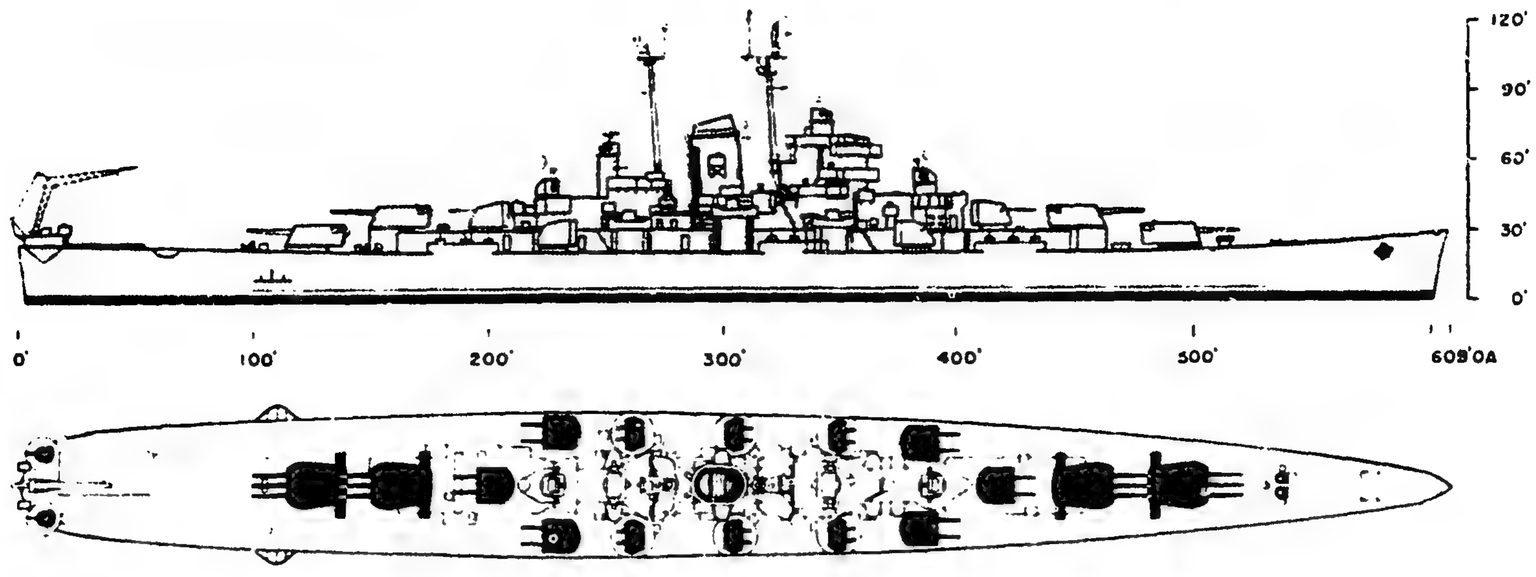
This class represents a considerable departure from the CLEVELAND and FARGO Class light cruisers. Substantially heavier than the CLEVELAND Class these units mount twelve 6″ dual-purpose guns in a twin turret arrangement similar to the JUNEAU. Four turrets are on the main deck while numbers 3 and 4 are up a level. The WORCESTER in addition to size differs from the JUNEAU, SPOKANE and FRESNO in the closer spacing of the stacks, smaller bridge, mounting of catapults and the round stern. The omission of broadside 5″ gun twin turrets is another salient recognition feature. Three-inch guns in twin mounts replace quad 40 mm gun batteries of earlier cruisers.

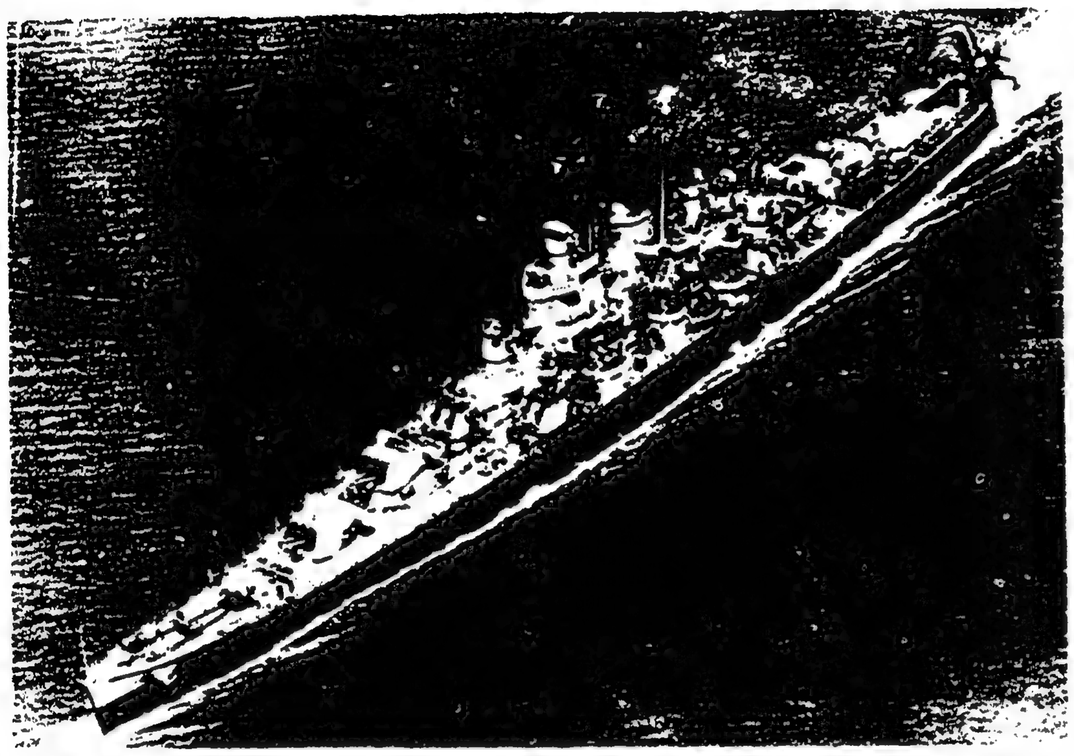
DISPL.—14,700 tons
LENGTH—679′; BEAM—71′;
DRAFT—25′
ARMAMENT—12 6″/47; 22 3″/50
SPEED—32 knots; COMPLETED—1938



CL 145—ROANOKE. 1952

U.S.—CL FARGO Class





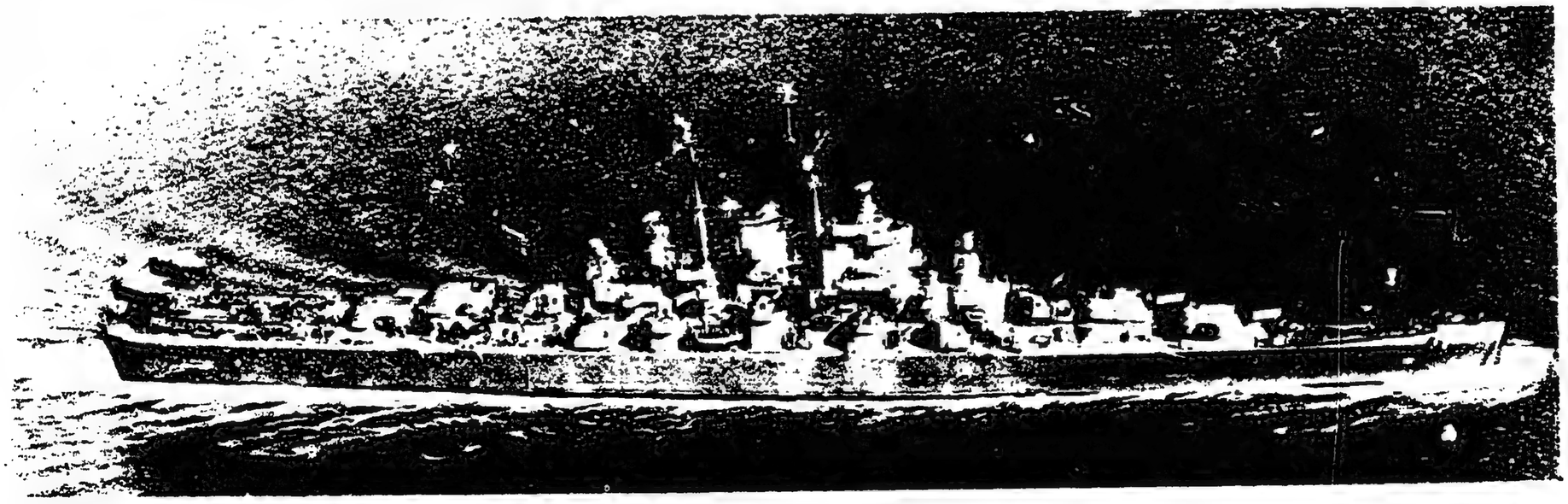
CL 106—FARGO. 1946

CL 107—HUNTINGTON. 1946

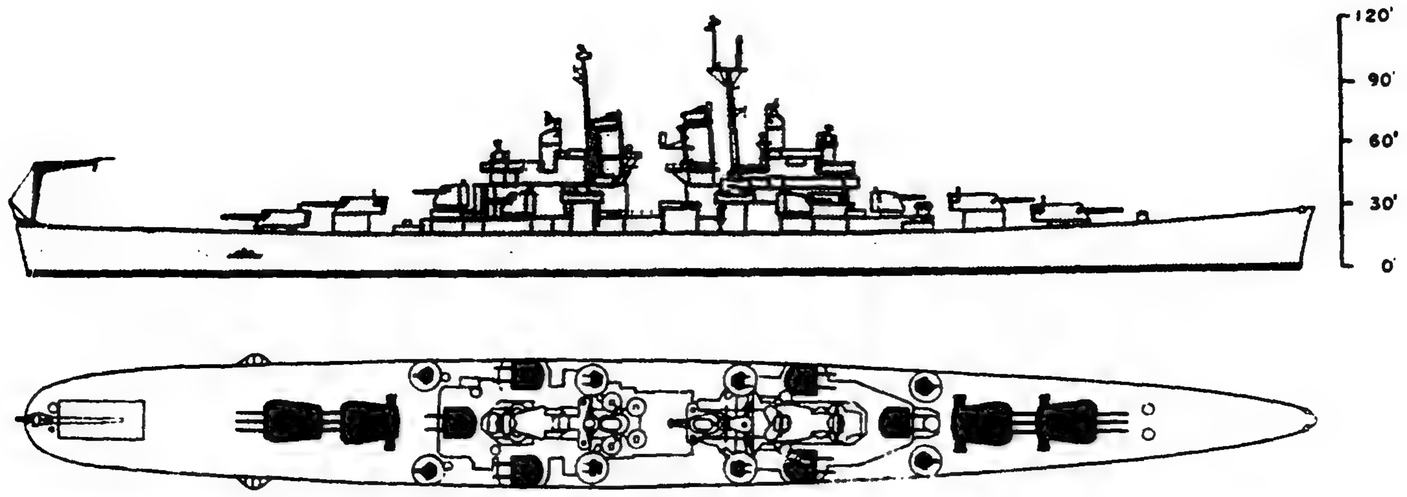
The FARGO Class are essentially one-stack CLEVELANDs. They bear the same relation to one another as do the OREGON CITY Class to the BALTIMOREs. With single stack and simplified superstructures, intended to increase the arc of AA fire, the FARGO offers a smaller silhouette. Recognitionally similar to the OREGON CITY Class heavy cruiser the FARGO can be distinguished by the extra turret aft and closer set masts. The bridge is set well aft of the main battery turrets.

DISPL.—10,000 tons
LENGTH—608'; BEAM—66';
DRAFT—25'
ARMAMENT—12 6"/47; 12 5"/38 DP;
24 40 mm
SPEED—33 knots; COMPLETED—1946

Note: Catapults and 20 mm AA guns have been removed from ships in this class. See drawing above.

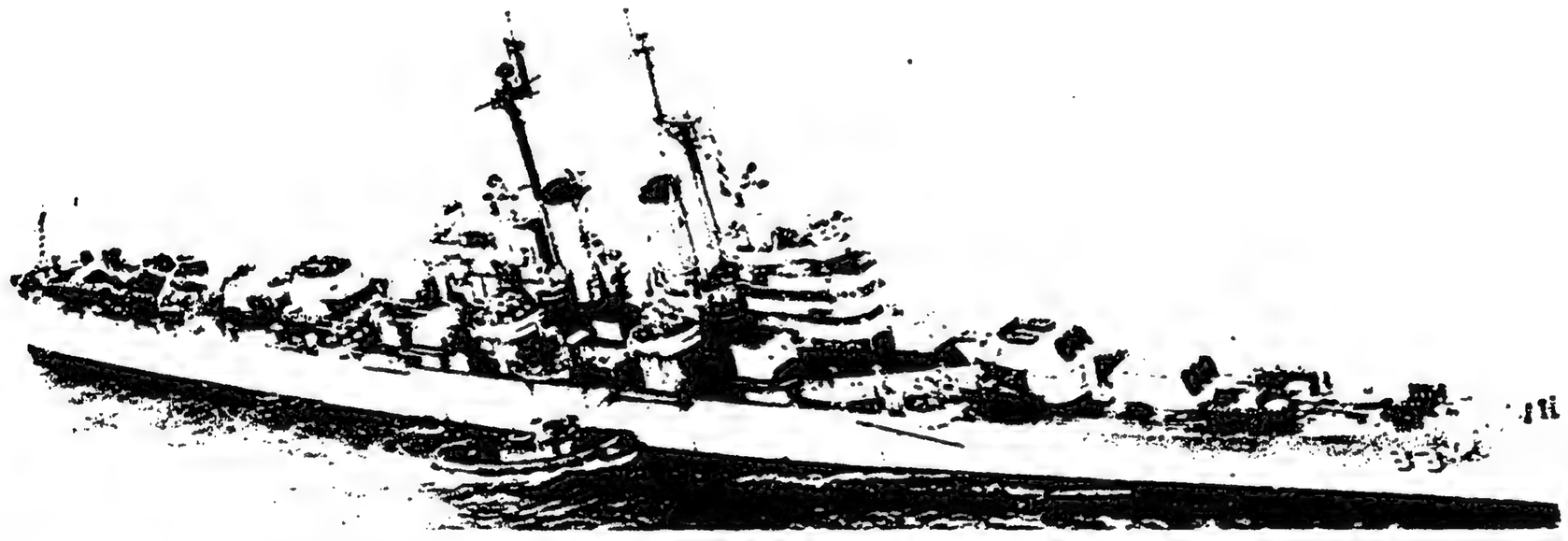


U.S.—CL CLEVELAND Class



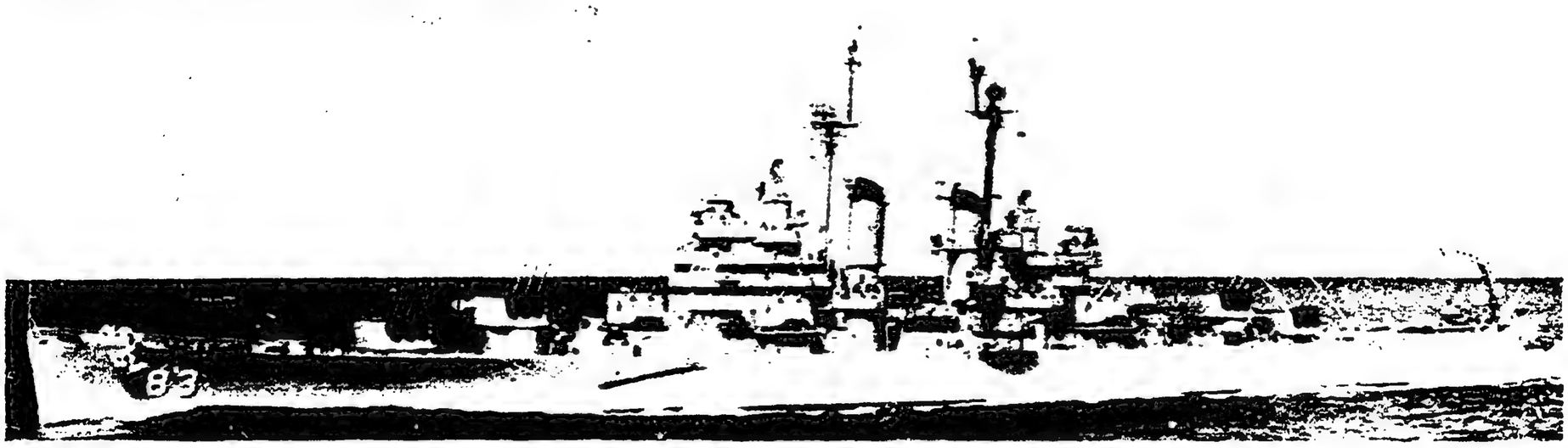
This class comprises the most numerous units of light cruisers yet added to the U. S. Navy. They have been described as slightly enlarged, improved version of the BROOKLYN design, and as 6" gun counterparts to the BALTIMORE. The CLEVELAND and her sisters outclass any foreign 6" gun cruiser in existence. The extra turret aft, closer spaced stacks and masts are the chief distinguishing features from the BALTIMORE from a recognition viewpoint. The fore and aft symmetry of the superstructure is a prominent recognition feature. Several ships begun as CLEVELAND Class cruisers were converted during construction to INDEPENDENCE Class light aircraft carriers.

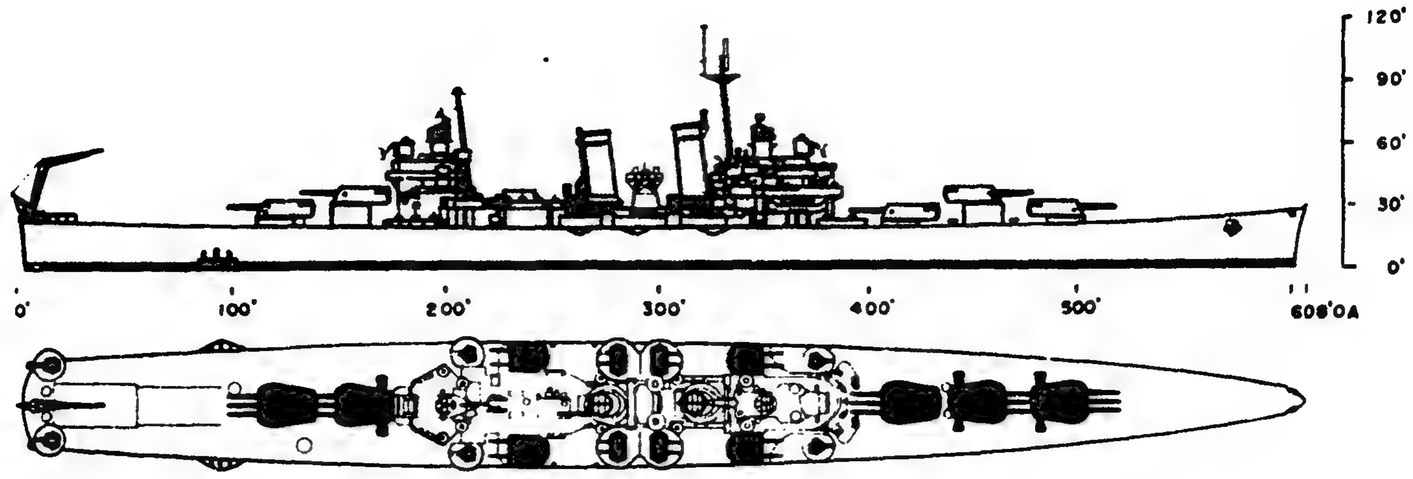
DISPL.—10,000 tons
LENGTH—610'; BEAM—66';
DRAFT—26'
ARMAMENT—12 6"/47; 12 5"/38 DP
SPEED—32 knots; COMPLETED—1943–45



CL 83—MANCHESTER. 1953

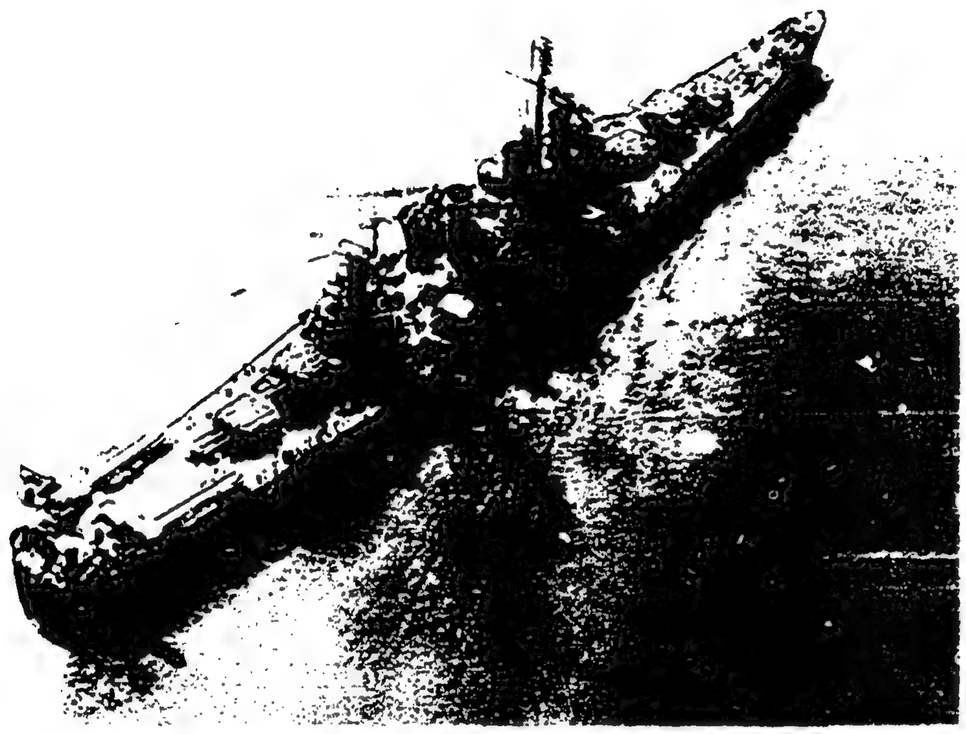
CL 83—MANCHESTER. 1953





The first ships of this class are reported to have been ordered as heavy cruisers, but had to be rearmed with 6″ guns in conformity with provisions of the 1930 London Naval Treaty. The BROOKLYN's are very similar to the WICHITA except for the unusual turret arrangement—three forward and two aft with turrets two and four in super-firing positions. This class also introduced into the U. S. Navy the flush-deck cruiser hull, with its high transom stern and built-in hangar aft. The SAVANNAH and HONOLULU differ from their sisters in that they have anti-torpedo bulges added and their 5″ secondary dual-purpose batteries rearranged in twin turrets.

DISPL.—9,475–9,700 tons
LENGTH—608′; BEAM—62–70′;
DRAFT—25′
ARMAMENT—15 6″/47; 8 5″/25 or
8 5″/38 DP
SPEED—33 knots; COMPLETED—1937–38

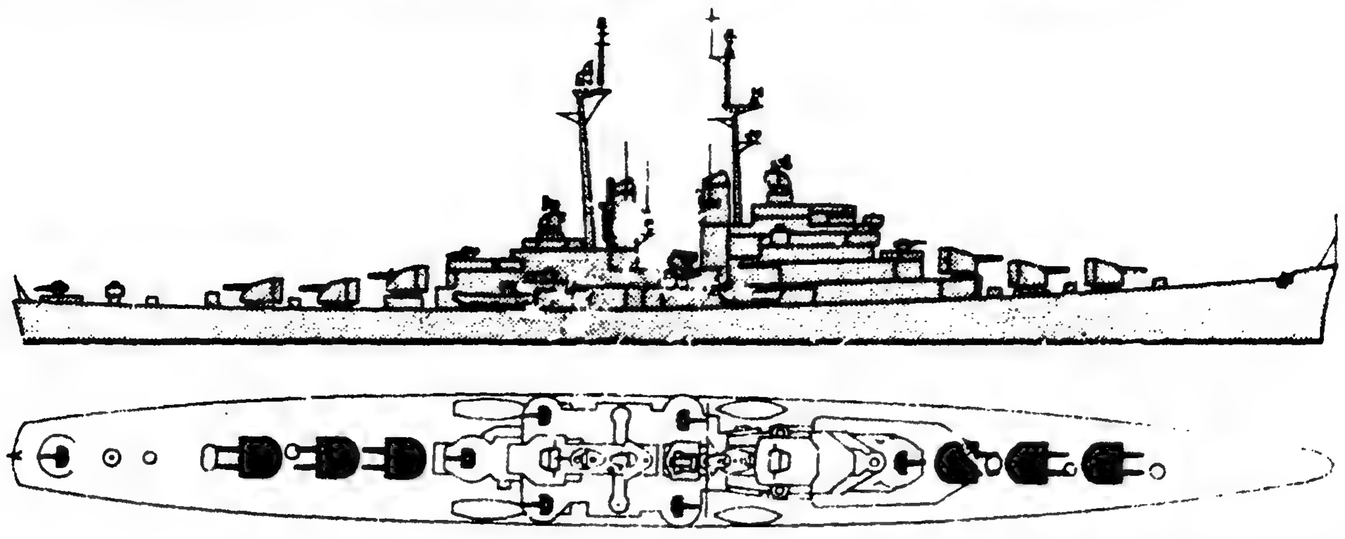


CL 42—SAVANNAH. circa 1944 Catapults since removed.



CL 9—De JULIO. (ex CL 47—BOISE). 1952
Now in Navy of Argentina. (Note: CL 42—SAVANNAH and CL 48—HONOLULU are the only remaining units in the BROOKLYN Class now in the U. S. Navy. Other units are in various Latin American Navies.)

U.S.—CL SAN DIEGO, OAKLAND and JUNEAU Classes

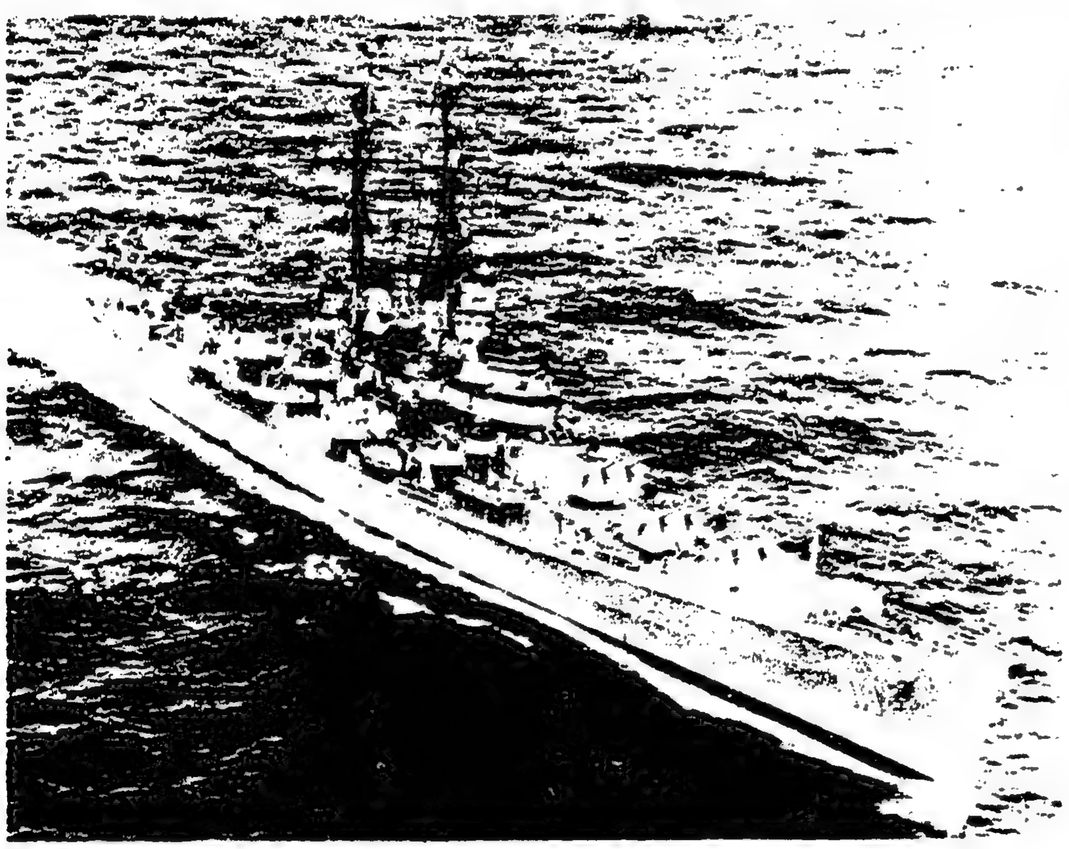


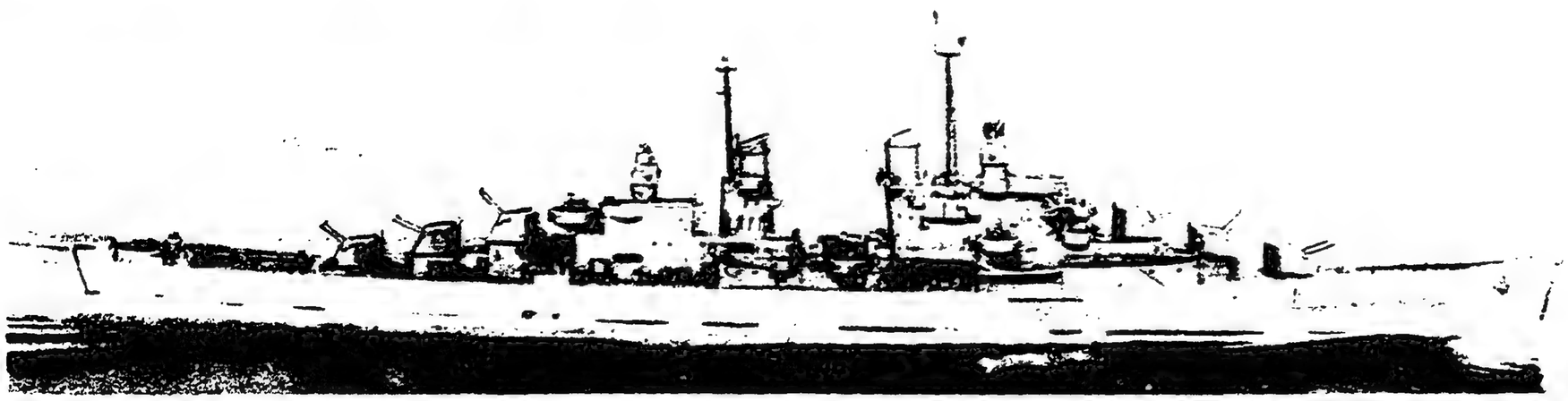
JUNEAU Class above. SAN DIEGO Class lower left.

These classes represent the smallest cruisers built for the U. S. Navy since the CHESTER Class (CL 1–3) of 1904. Like the British DIDOs, they were designed as AA cruisers. The flush deck, with considerable sheer forward and little freeboard aft, differs from other U. S. cruisers. The SAN DIEGO and her sister SAN JUAN carry wing turrets abreast of the after superstructure. The JUNEAU, SPOKANE, and FRESNO main battery turrets are arranged as on the WORCESTER, i. e. two turrets forward and aft are located on the main deck while turrets Nos. 3 and 4 are on an upper level. The spacing of the stacks and size of superstructure distinguish this class from the WORCESTER.

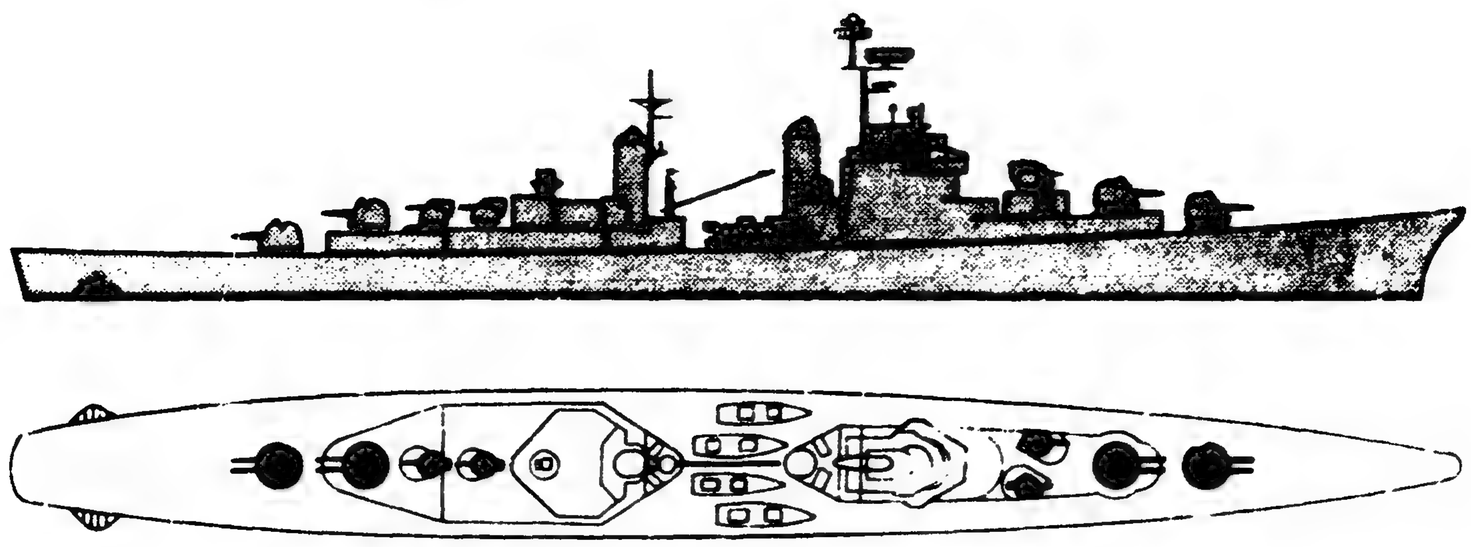
DISPL.—6,000 tons
LENGTH—544′; BEAM—53–54′; DRAFT—27′
ARMAMENT—12 5″/38; 10–32 40 mm AA; (JUNEAU has 14 3″/50 AA and no 40 mm AA)
SPEED—32 knots; COMPLETED—1943–46

CL 119—JUNEAU. 195. (Note gun arrangement)



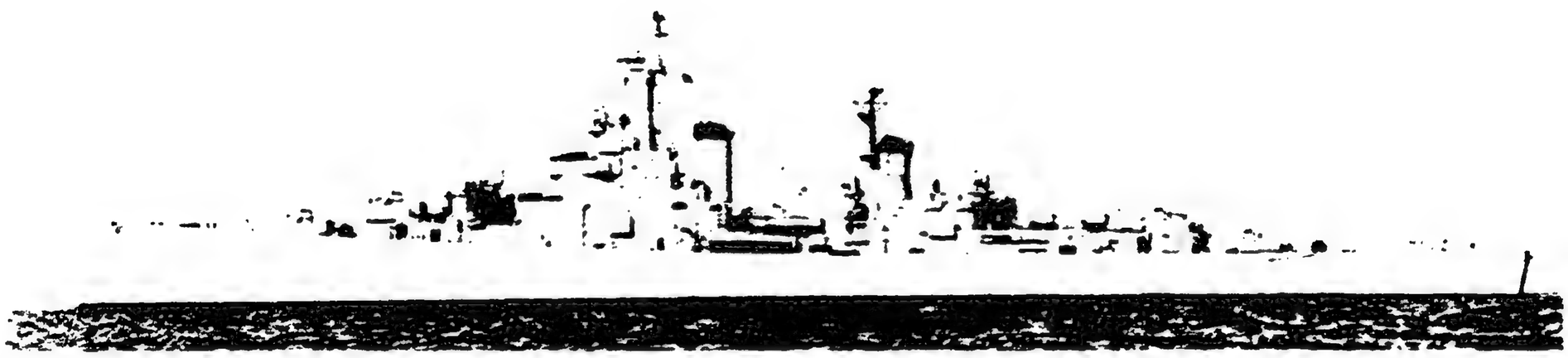


CL 95—OAKLAND. (Note gun arrangement)

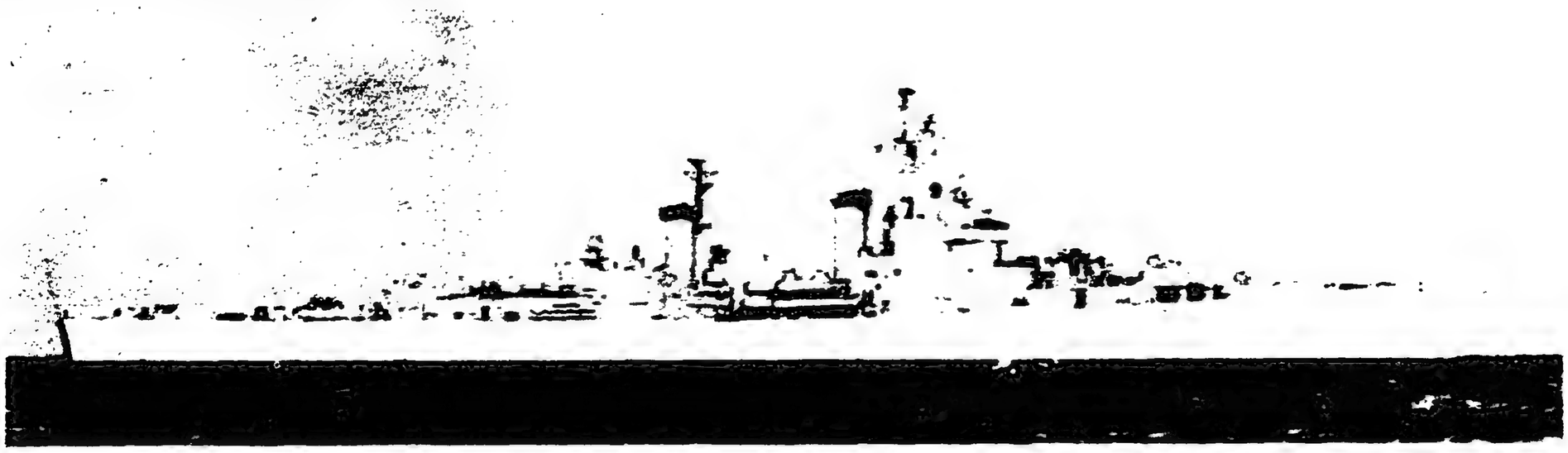


The NORFOLK Class consists of one ship, the NORFOLK. This ship was originally laid down as a cruiser, but prior to completion she was converted and classed as a destroyer leader. She is now classed as a frigate retaining the DL designation. Her size and the addition of the latest most powerful weapons make her the largest and most heavily armed destroyer in the world today. Recognition characteristics include two thin capped upright or vertical stacks, heavy pole foremast, and a pole mainmast attached to the forward side of the after stack. The semi-clipper bow and cruiser stern point out her original design.

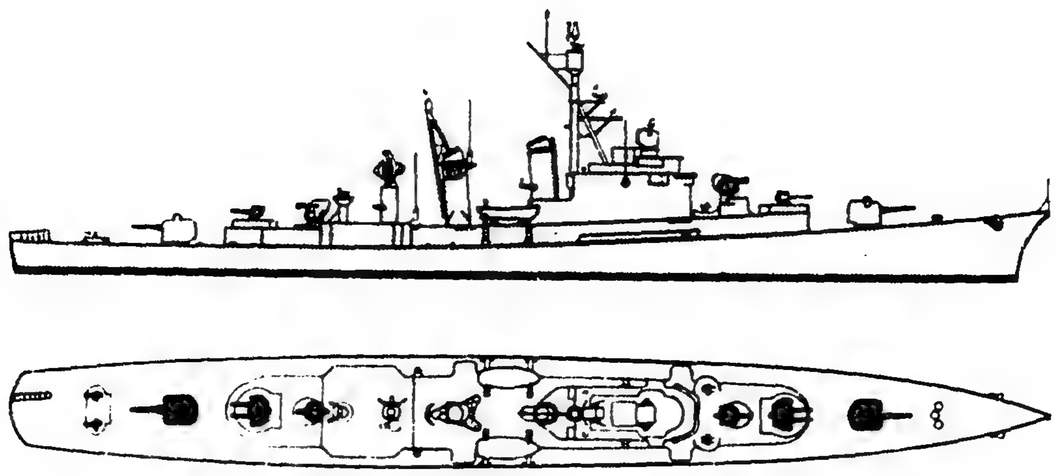
DISPL 5,600 tons
LENGTH 540'; BEAM 54'; DRAFT 26'
ARMAMENT 8 3" 70; 8 21" TT (internal); 4 rocket launchers (weapon able)
SPEED 34 knots; COMPLETED 1953

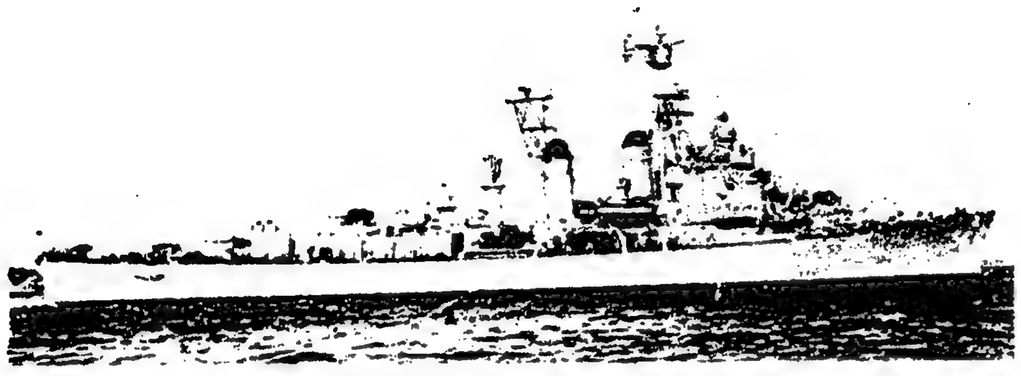


DL 1—NORFOLK. 1953

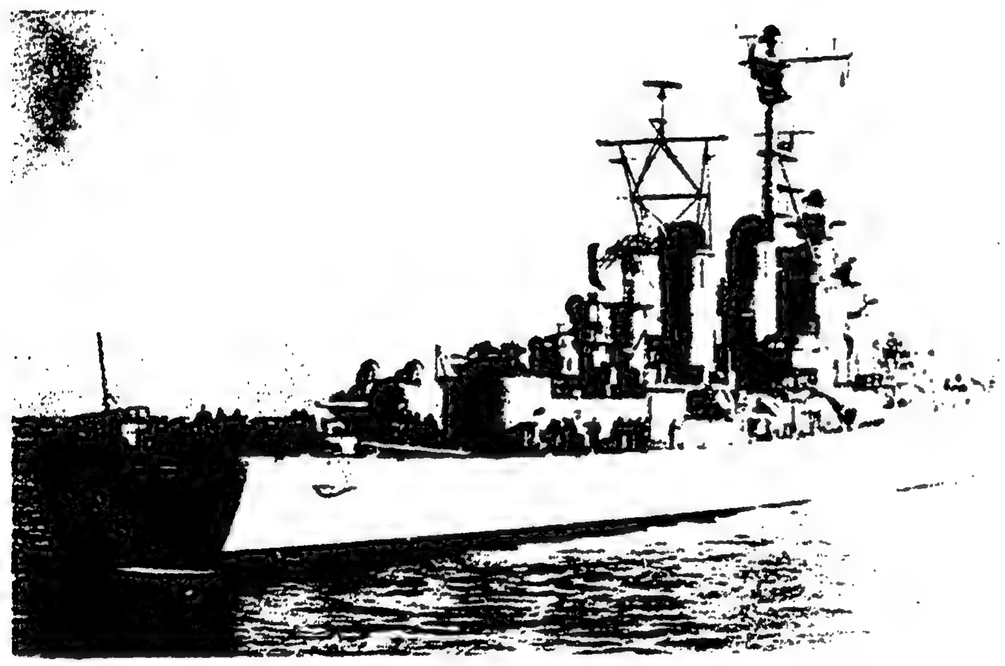


U.S.—DL MITSCHER Class





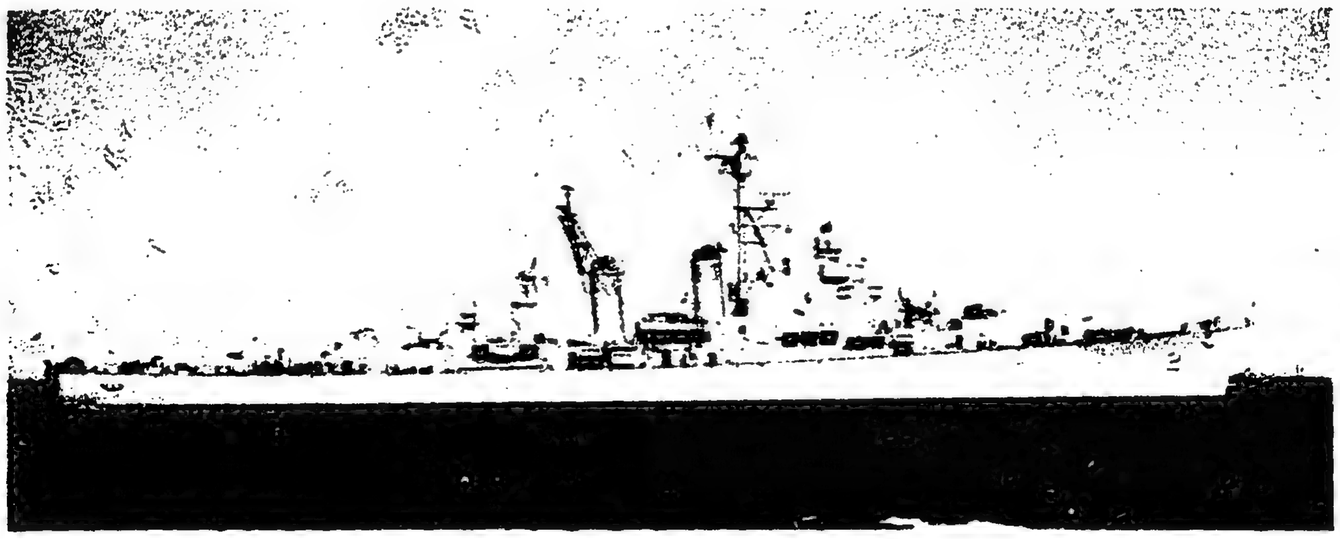
DL 5—WILKINSON. 1953



DL 2—MITSCHER. 1953

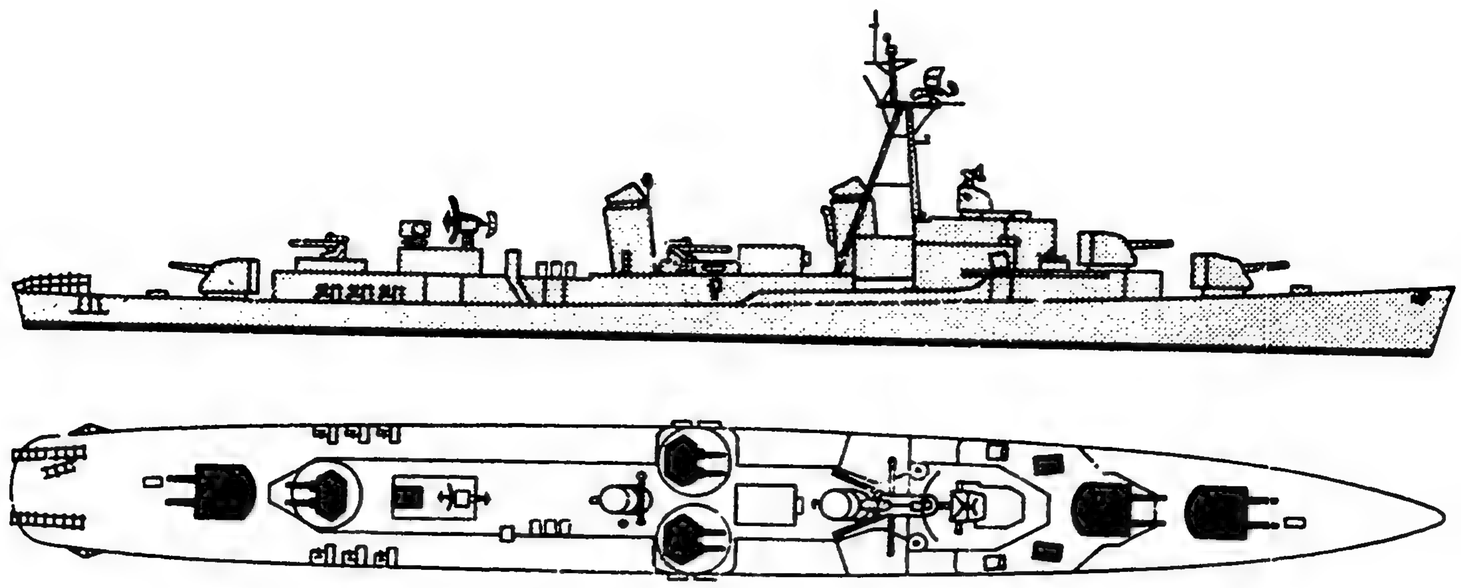
These ships formerly classed as destroyer leaders are now classed as frigates with a DL designation. The ships in this class, MITSCHER, JOHN S. McCAIN, WILLIS A. LEE and WILKINSON, are all named in honor of U. S. Admirals of World War II. Although somewhat smaller in size than the NORFOLK, units of the MITSCHER Class also contain heavy armament similar to that of the NORFOLK. The characteristics of the ships in this class are their semi-clipper bow, block superstructure, two thin capped tapered stacks, tripod foremast, and trellis mainmast attached to the after stack.

DISPL.—3,700 tons
LENGTH—493′; BEAM—50′;
DRAFT—21′
ARMAMENT—2 5″/54 DP; 4 3″/70; 4 21″ TT (internal); 2 rocket launchers (weapon able)
SPEED—35 knots; COMPLETED—1953—



DL 2—MITSCHER. 1953

DDR—GEARING Conversion Class



These ships, originally GEARING Class general purpose destroyers, are now picket destroyers. They differ in appearance from the GEARING DD by having had their amidships torpedo tubes removed and by the addition of a large prominent radar antenna mounted on the after superstructure. Their 3''/50 AA gun arrangement is also different. The GEARING DD has two single and two twin 3''/50 guns, and this class has no single but three twin guns.

DISPL.—2,425 tons
LENGTH—390'6''; BEAM—41'; DRAFT—19'
ARMAMENT—6 5''/38 DP; 6 3''/50 AA; 2 ahead-throwing weapons (hedgehog)
SPEED—35 knots; COMPLETED—1944-46

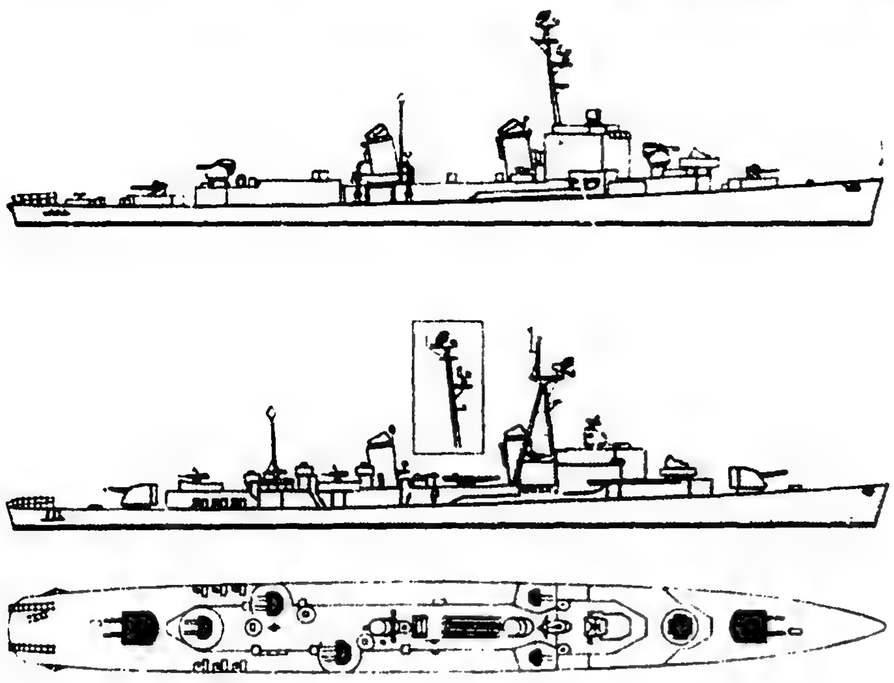


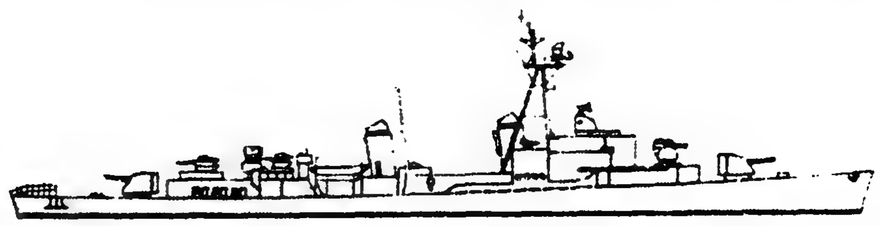
DDR 842—FISKE. 1953



DDR 838—SMALL. 1953

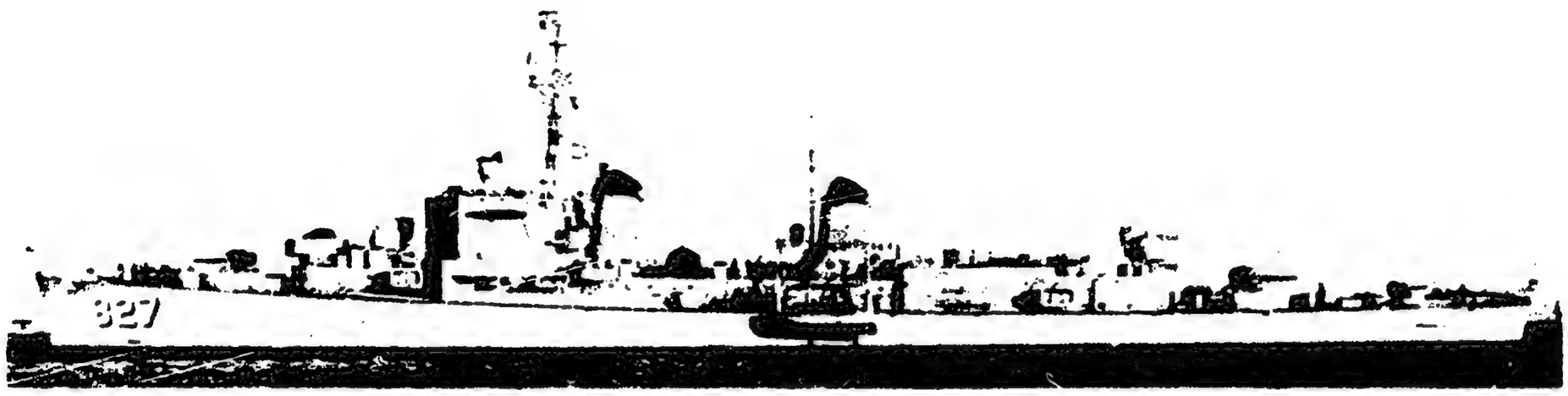
U.S.—DDE GEARING Conversion Class



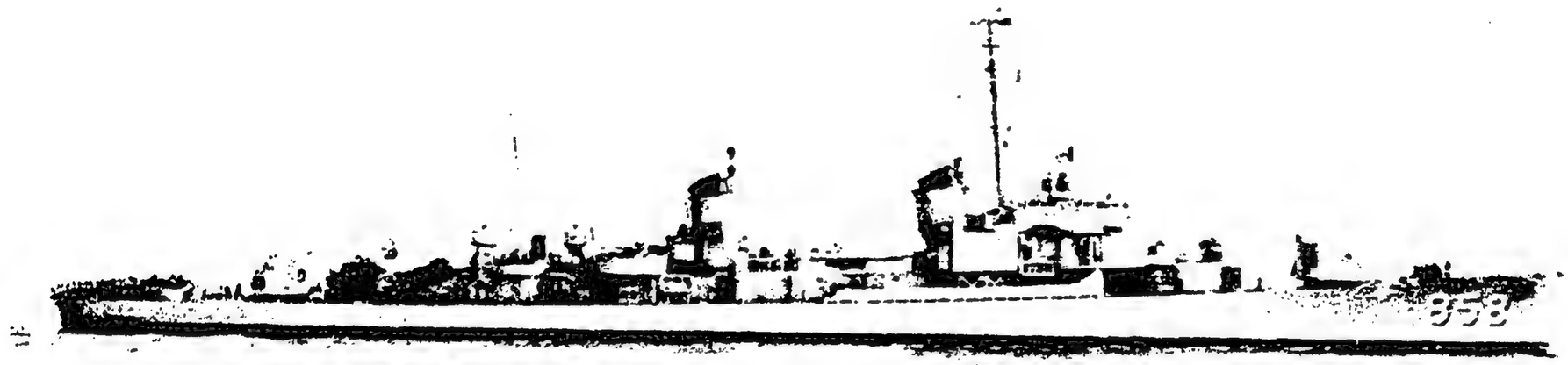


(Note armament and superstructure variations)
DISPL.—2,425 tons
LENGTH—390′ 6″; BEAM—41′; DRAFT—19′
ARMAMENT—0–4 5″/38 DP; 4 3″/50 AA or 16 40 mm AA; 4–5 21″ TT (internal or external); 1–3 rocket launchers or ahead-throwing weapons (weapon able or hedgehog)
SPEED—35 knots; COMPLETED—1945-49

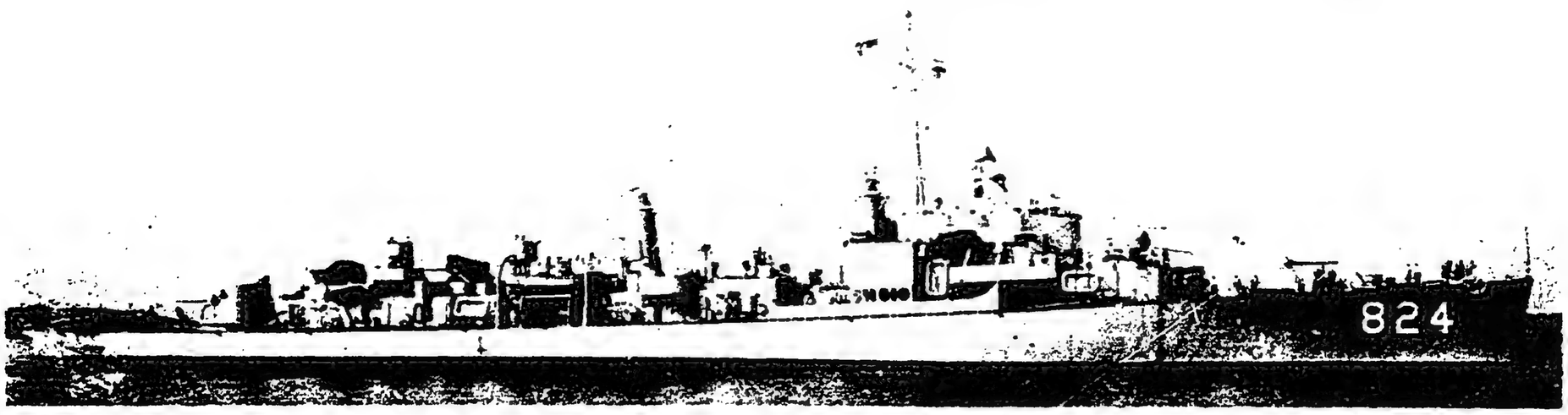
DD 827—ROBERT A. OWENS. 1952 (Note modified superstructure and lack of 5″ guns)



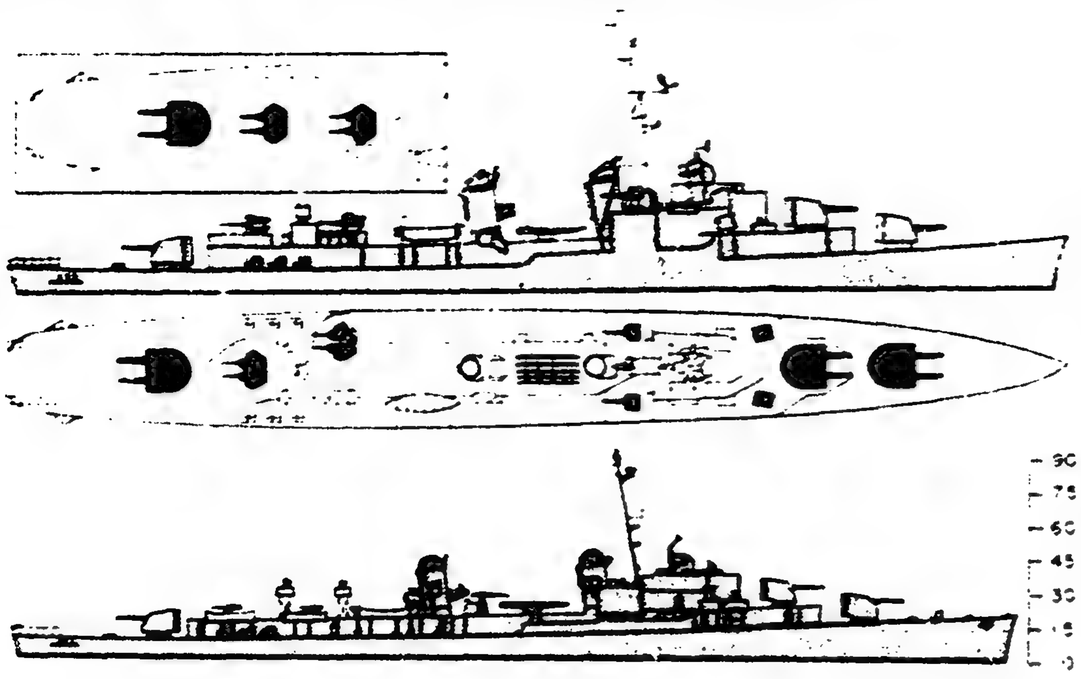
DDE 858—FRED T. BERRY. 1952 (Note remaining TT)

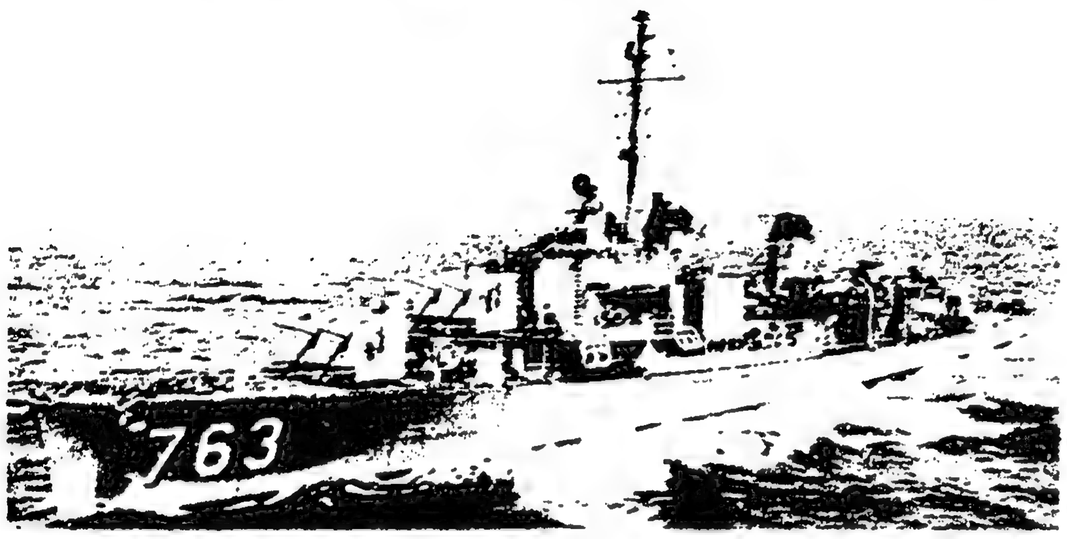


DDE 824—BASILONE. 1952 (Tripod foremast since installed)



U.S.—DD SUMNER/GEARING Class

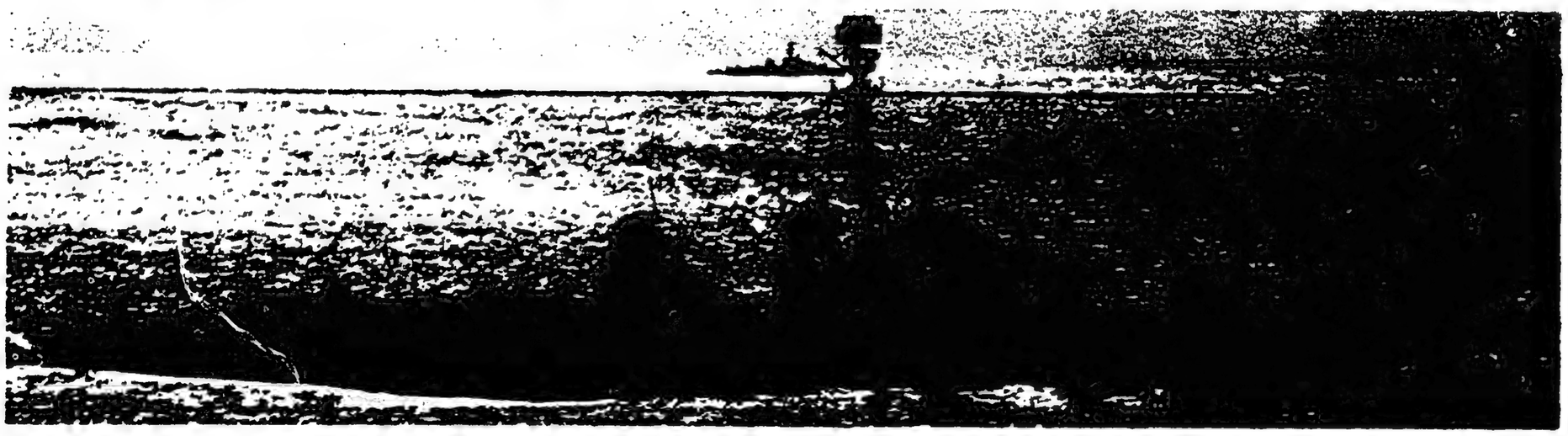




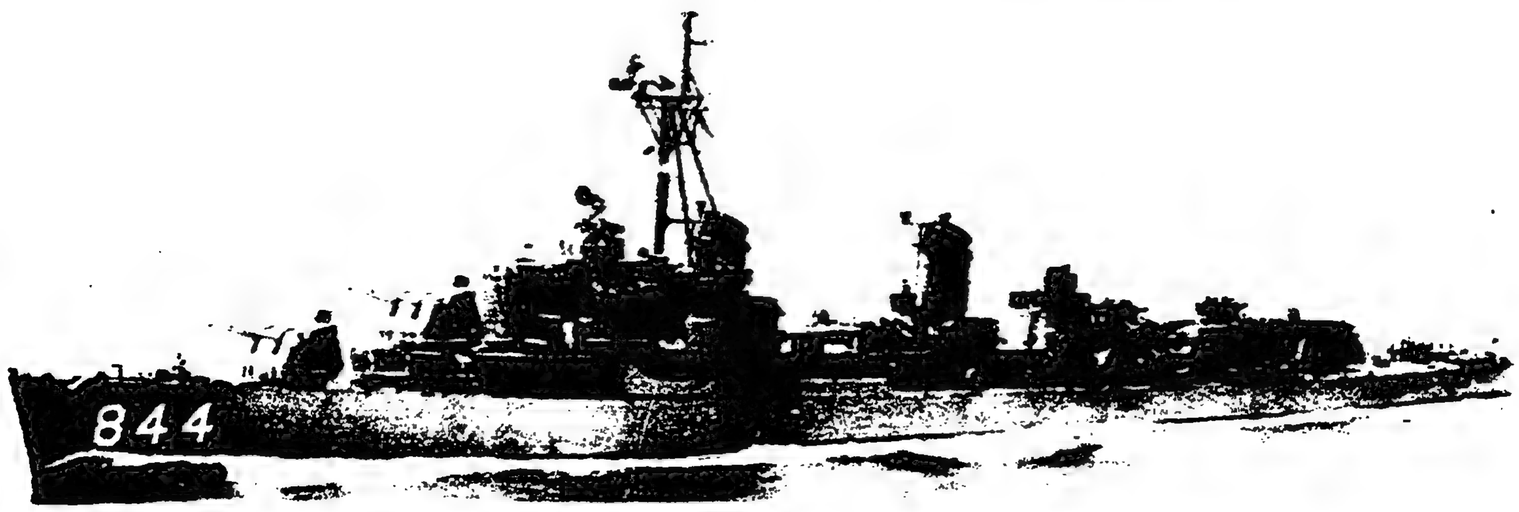
DD 763 LAWE (GEARING Class)

This class, sometimes referred to as the SUMNER Class Short and Long Hulls, are slightly larger than the FLETCHER Class, and have twin 5" guns instead of the FLETCHER Class single 5" guns. The SUMNER units introduced the new 5" gun dual-purpose twin mount on U. S. destroyers. This class actually consists of two classes, SUMNER and GEARING. The difference between the SUMNER and GEARING destroyers is an additional 14' of length worked in amidships between the stacks, the GEARING being the longer. Tripod foremast or pole foremast can be found in both SUMNER destroyers and GEARING destroyers. For recognition purposes, SUMNER and GEARING destroyers look identical, except for the space difference between their stacks.

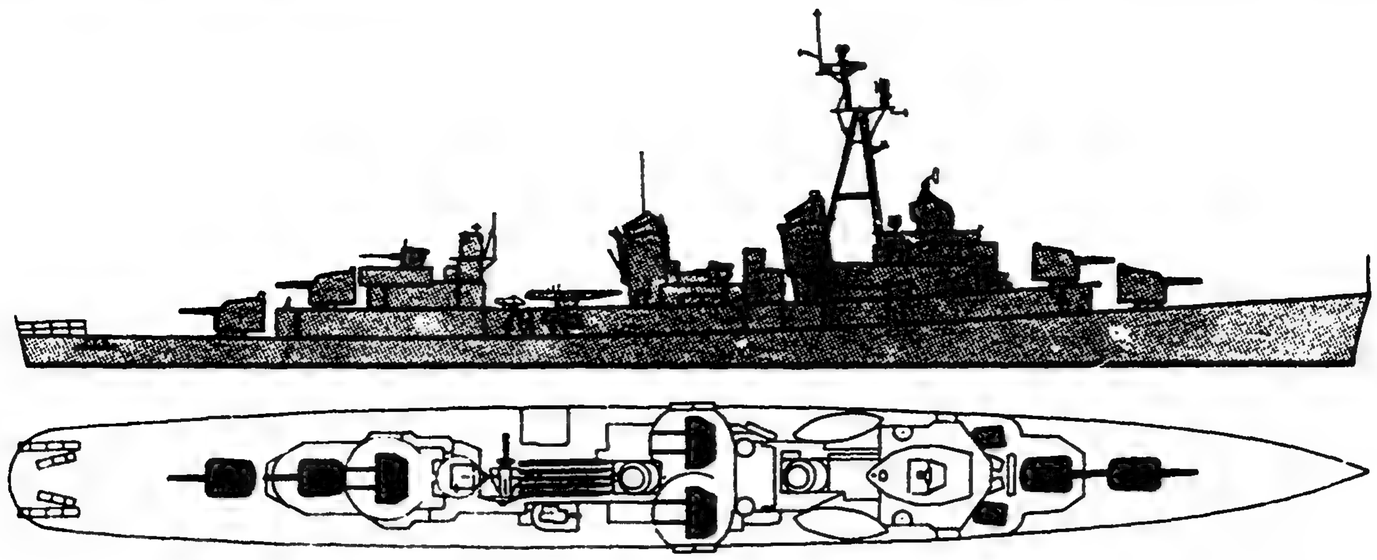
DISPL.—2,200–2,425 tons
LENGTH—376'–390'; BEAM—41'; DRAFT—19'
ARMAMENT—6 5"/38 DP; 6 3"/50 AA or 16 40 mm AA; 5 21" TT; 2 ahead-throwing weapons (hedgehog)
SPEED—34 knots; COMPLETED—1943–46

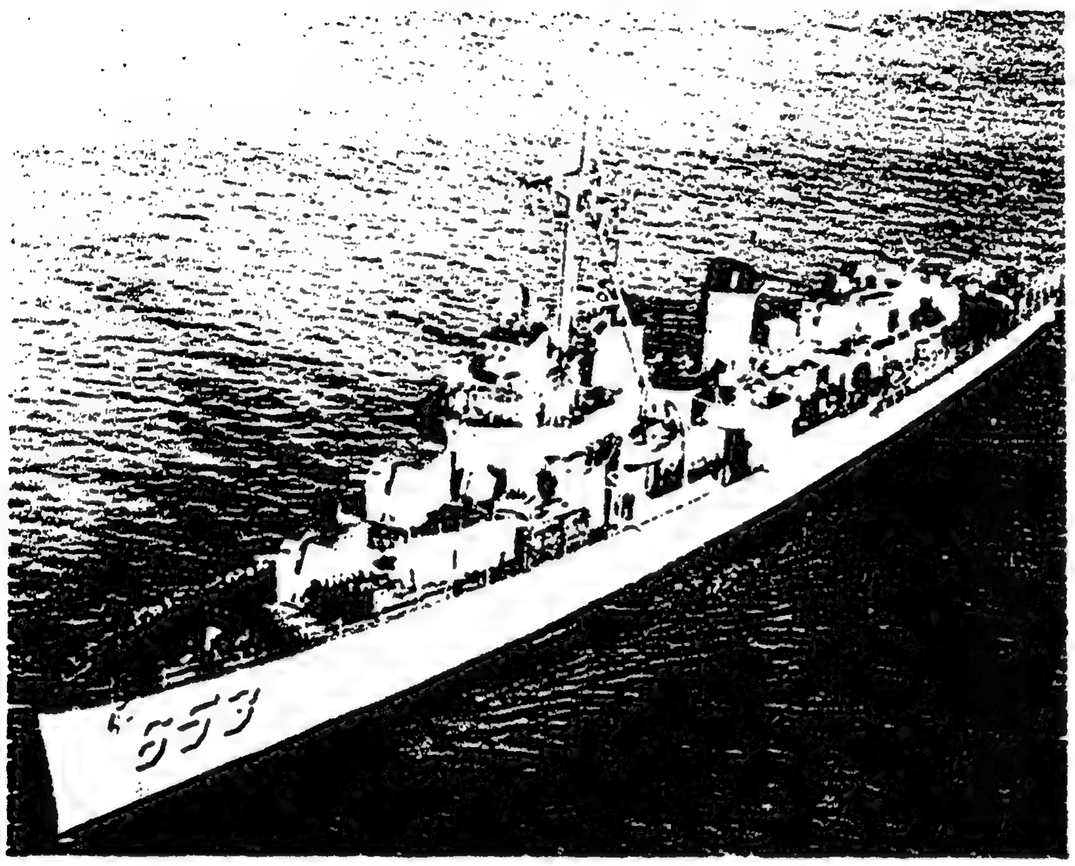


DD 728—MANSFIELD (SUMNER Class)



DD 844—PERRY (GEARING Class)

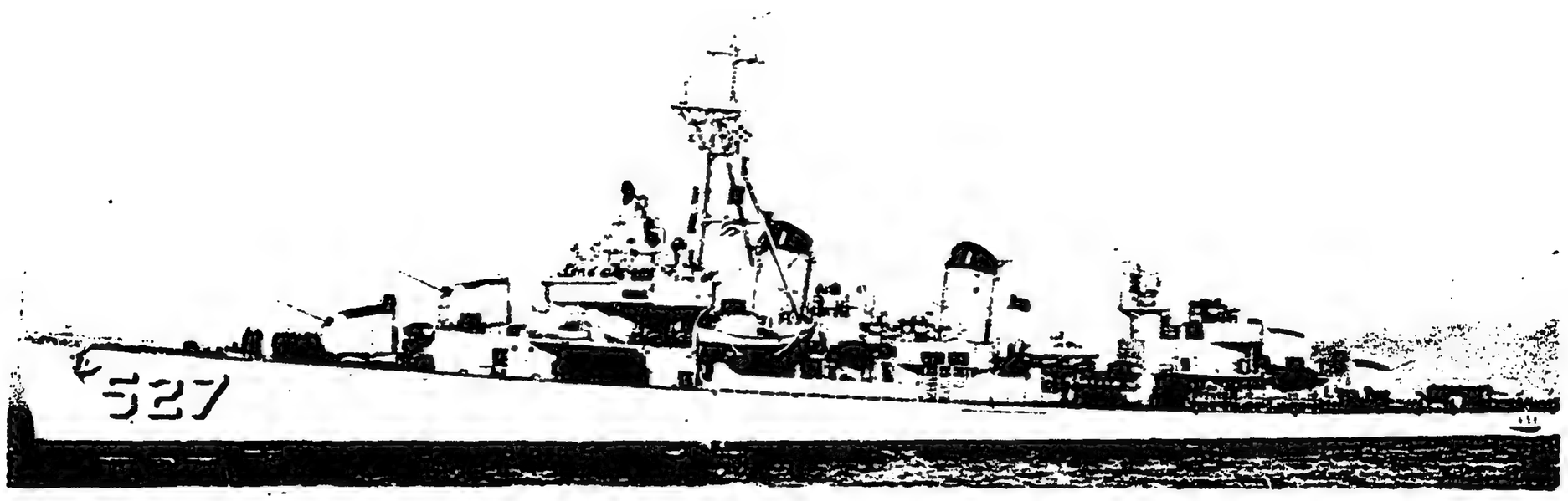




DD 653—KNAPP. 1952

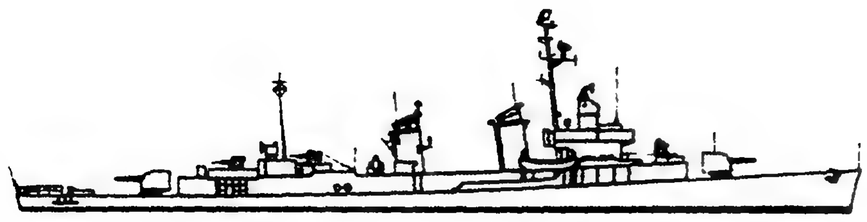
The FLETCHER introduced a new basic destroyer design, and new standards for size, sea-keeping ability, and sustained speed. Salient features of this design are: increased beam, reversion to the flush deck but with a conventional destroyer stern. FLETCHER destroyers differ from the SUMNERs in main battery gun disposition and in having a more narrow bridge. The FLETCHERs have proven themselves one of the most successful destroyer classes ever built for the Navy. They had an enviable war record in both the Atlantic and Pacific theaters. Some units of this class still retain their original pole foremast.

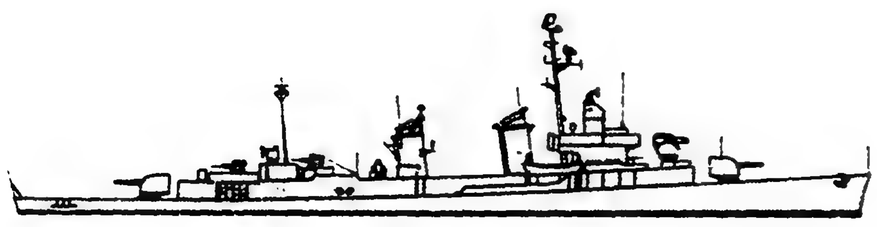
DISPL.—2,050 tons
LENGTH—376′ 6″; BEAM—39′ 6″; DRAFT—18′
ARMAMENT—4–5 5″/38 DP; 6 3″/50 AA or 10 40 mm AA; 5 21″ TT; 2 ahead-throwing weapons (hedgehog)
SPEED—35 knots; COMPLETED—1942–45

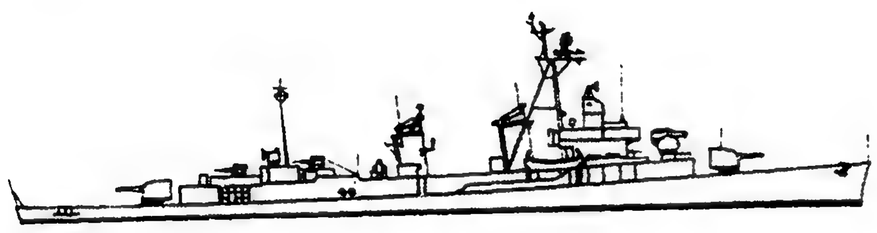


DD 527—AMMEN. 1952

DDE FLETCHER Conversion Class

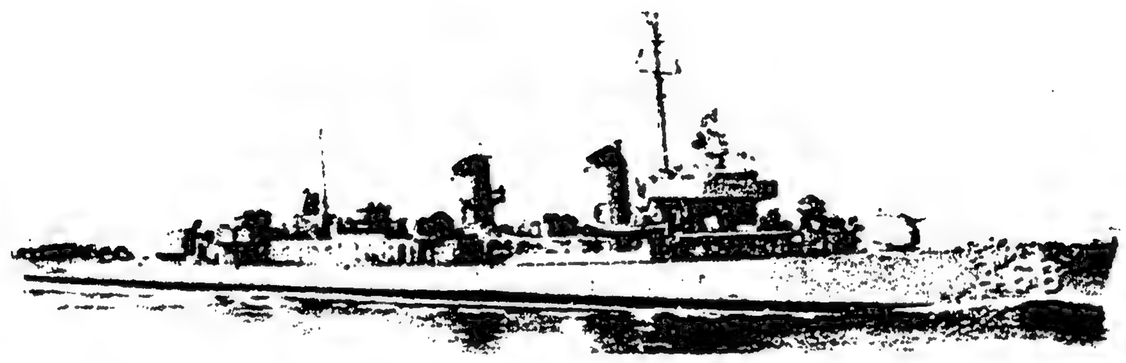




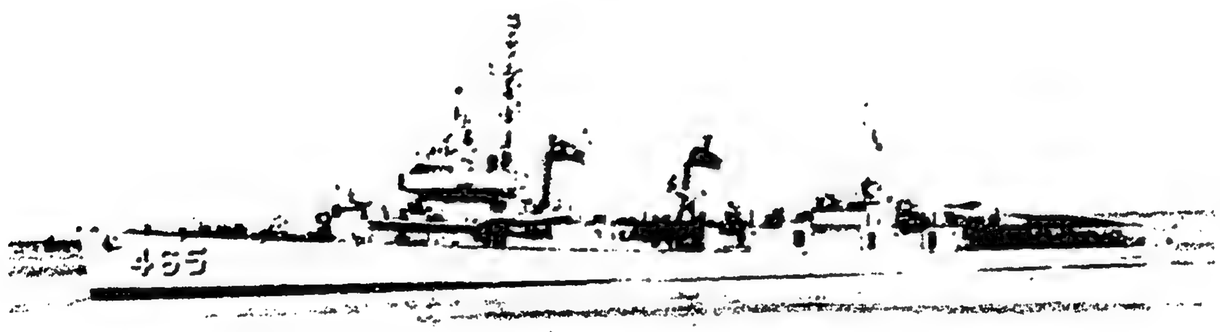


These escort ships were converted from FLETCHER Class destroyers. They can be distinguished from that class by their armament. FLETCHER DDEs have only one single 5″ gun mount forward and only one aft; FLETCHER DDs have two of these mounts forward, and also two aft. FLETCHER DDs have external torpedo tubes but the escort destroyers have none. The variations within this class are shown here and appearance differences can be noted in antisubmarine armament and mast appearance.

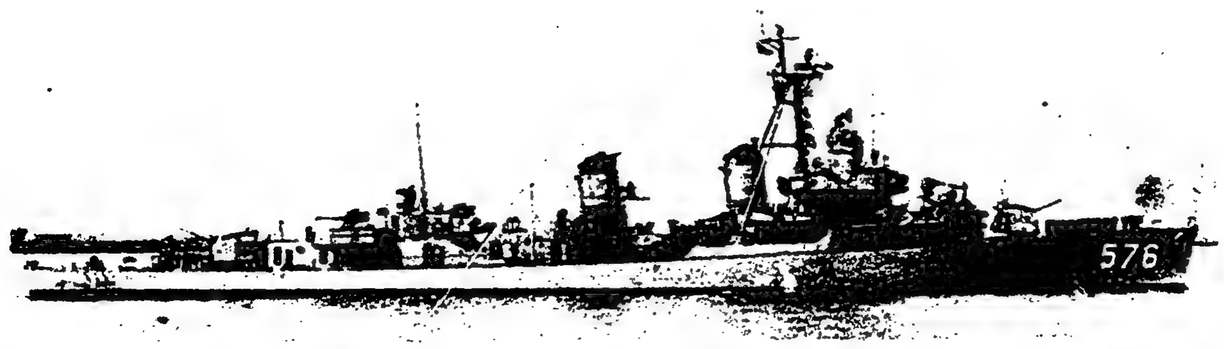
DISPL.—2,050 tons
LENGTH—376′ 6″; BEAM—39′; DRAFT—18′
ARMAMENT—2 5″/38 DP; 4 3″/50 AA; 4 21″ TT (internal); 1 rocket launcher or ahead-throwing weapon (hedgehog or weapon able)
SPEED—35 knots; COMPLETED—1942–43



DDE 466—WALLER. 1952

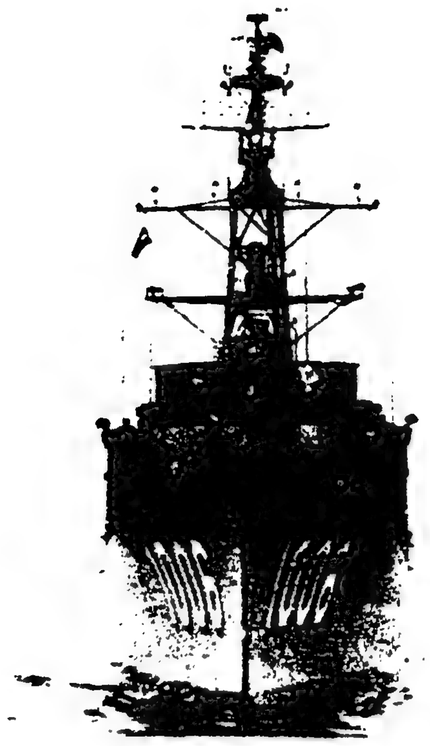


DDE 465—SAUFLEY. 1952

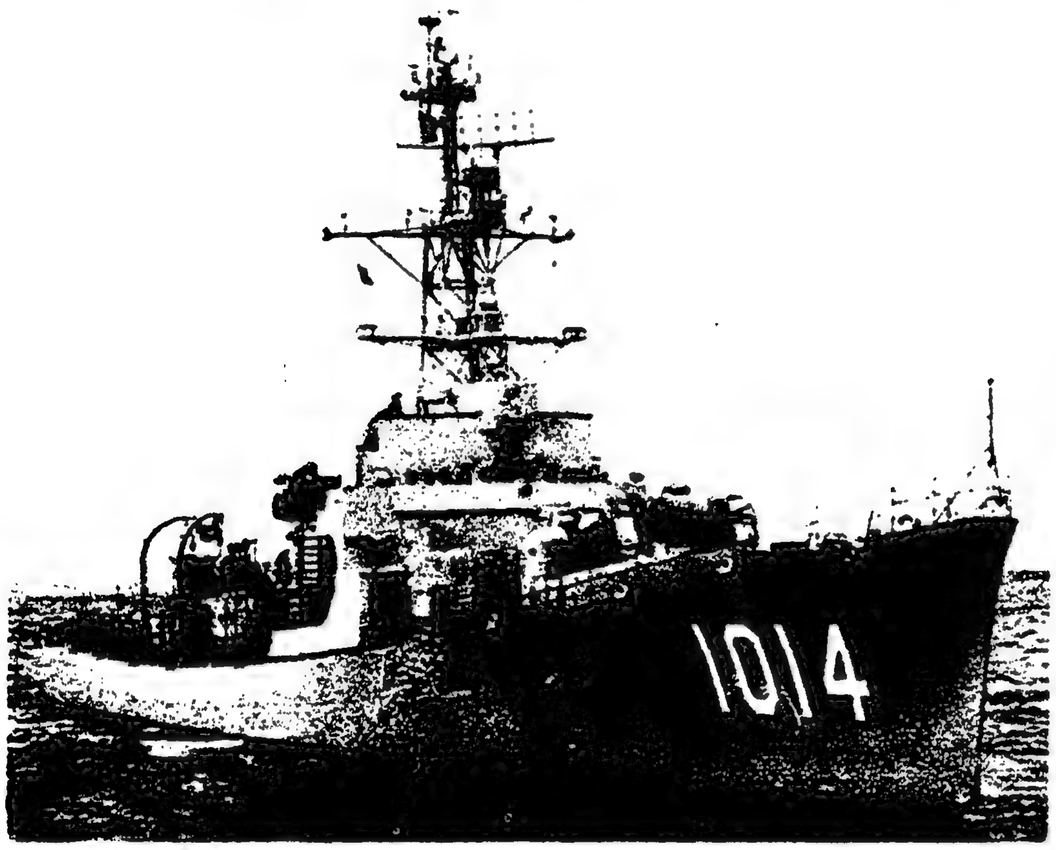


DDE 576—MURRAY. 1952





DE 1006—DEALEY. 1954

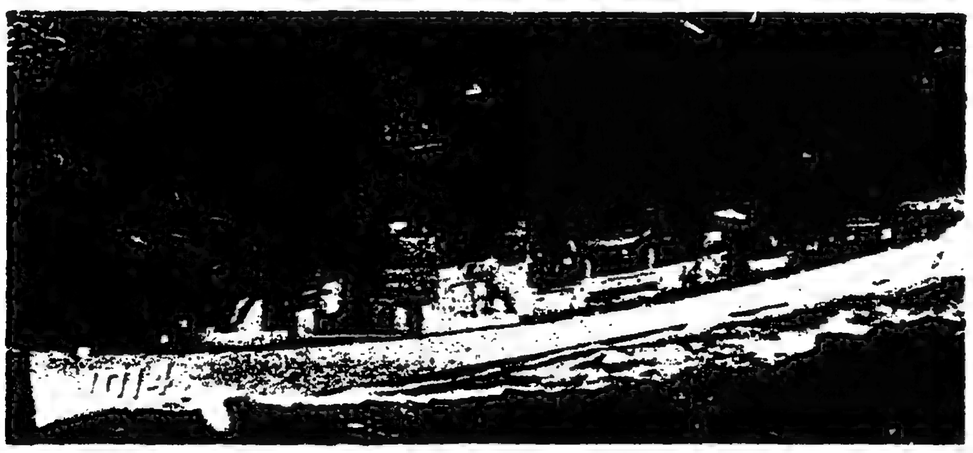


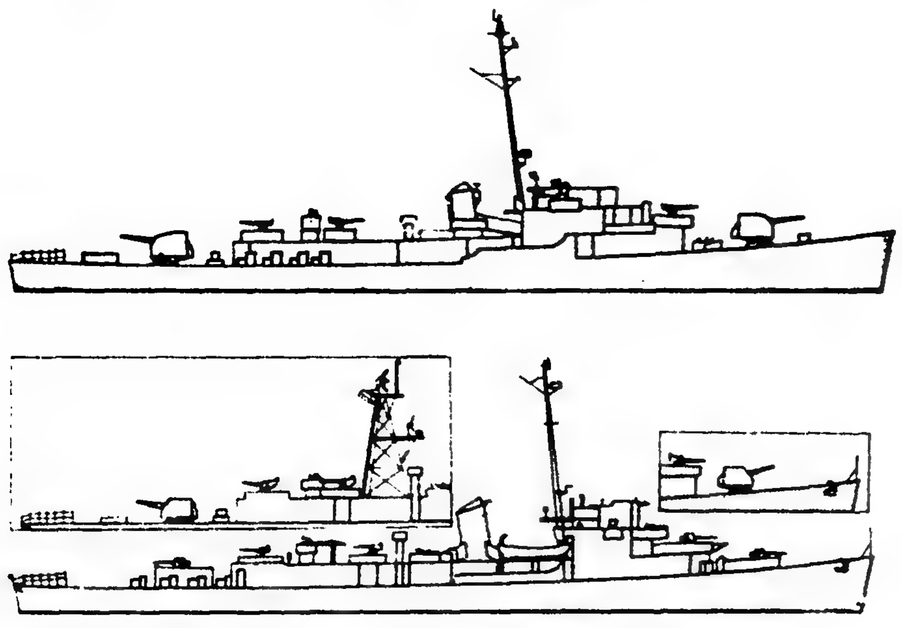
DE 1014—CROMWELL. 1954
Note enclosed gun mount.

DE 1014—CROMWELL. 1954

This new DE class is the latest in fast ocean escorts designed for convoy and antisubmarine work. The first ship of the class, DEALEY, was laid down in 1952 and was completed in 1953. These ships are single screw vessels, and are equipped with the latest in electronic equipment. Their most salient identification feature is the pole mast which is mounted on a quadruped base. Other recognition characteristics include a low superstructure, a single upright capped stack, and a main battery of rapid fire 3″/50 guns. The forward twin mount is either open as on the DEALEY or enclosed as on CROMWELL. A single ASW weapon is located aft of this forward gun mount.

DISPL.—1,450 tons
LENGTH—315′; BEAM—37′; DRAFT—18′
ARMAMENT—1 3″/50 DP (twin); 2 3″/50 (single); 1 weapon able
SPEED—25 knots; COMPLETED—1953–





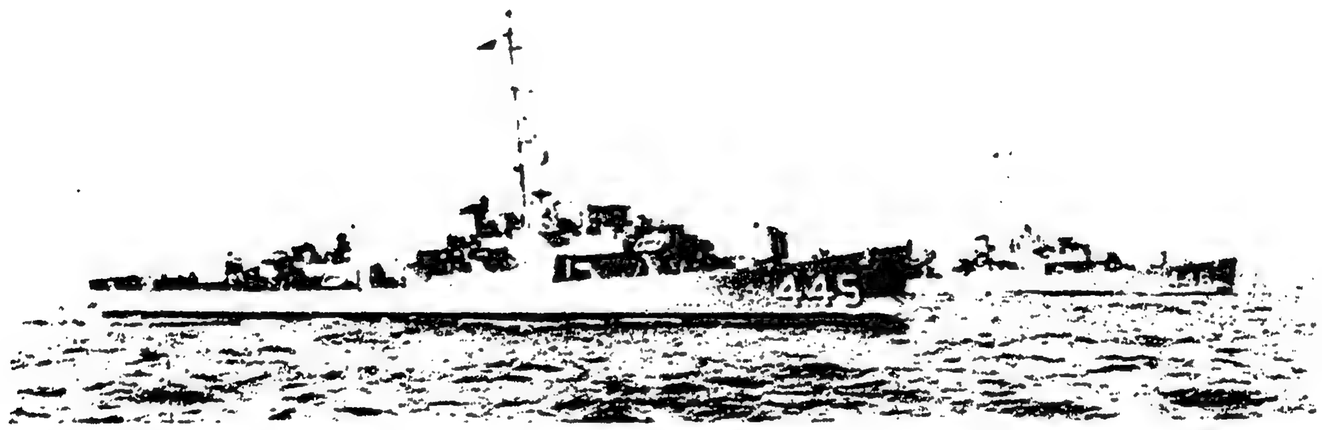
DE/DEC/DER (Buckley Class)
(Inserts show BUCKLEY Class DER)

The DE was designed as an escort for merchant ship convoys and built during the early years of World War II. Certain of these escort vessels have been converted to perform duties as radar pickets and landing craft control vessels. Others have been converted for use as specialized anti-submarine vessels, power supply ships, and fast transports (APD). The DE can also be found in various foreign navies. Escort vessels can be recognized by a short bow and after-deck, small single stack, and a block bridge structure. The DER has two tripod masts, a large radar antenna mounted on top of the forward superstructure, and a long deckhouse amidships with a raised center deckline.

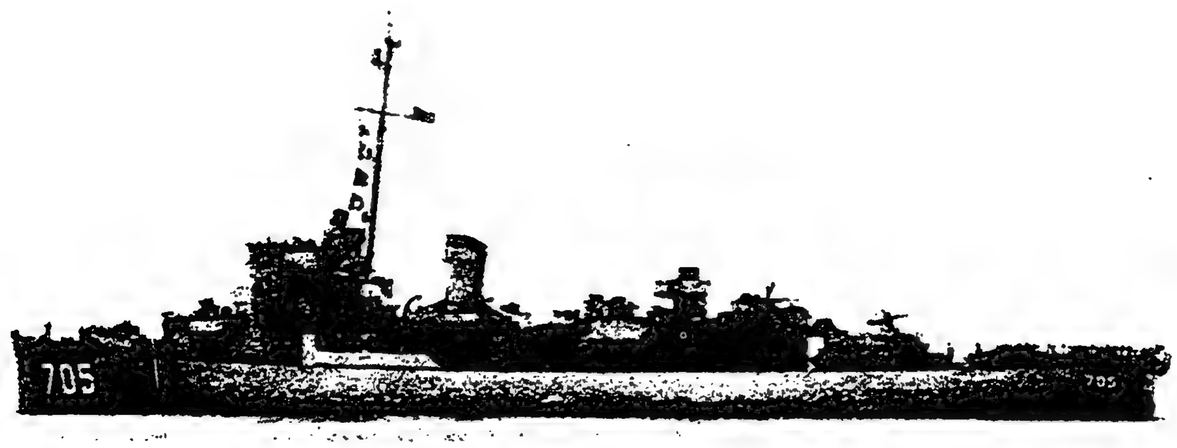
DISPL.—1,200–1,450 tons
LENGTH—306′; BEAM—37′; DRAFT—11′–14′
ARMAMENT—2 5″/38 DP or 2–3 3″/50 mm AA; 4–8 40 mm AA
SPEED—24 knots; COMPLETED—1943–45



DER—316 HARVESON. 1952

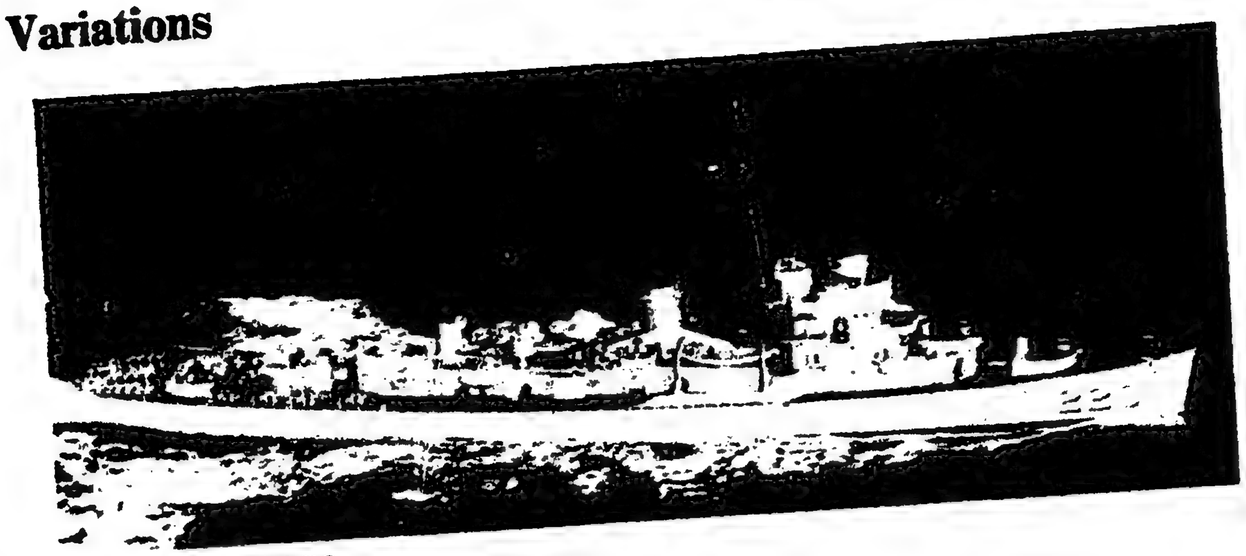


DE 445—GRADY and DE 446—BRANON. 1950



DEC 705—FRYBARGER. 1953 BUCKLEY Class

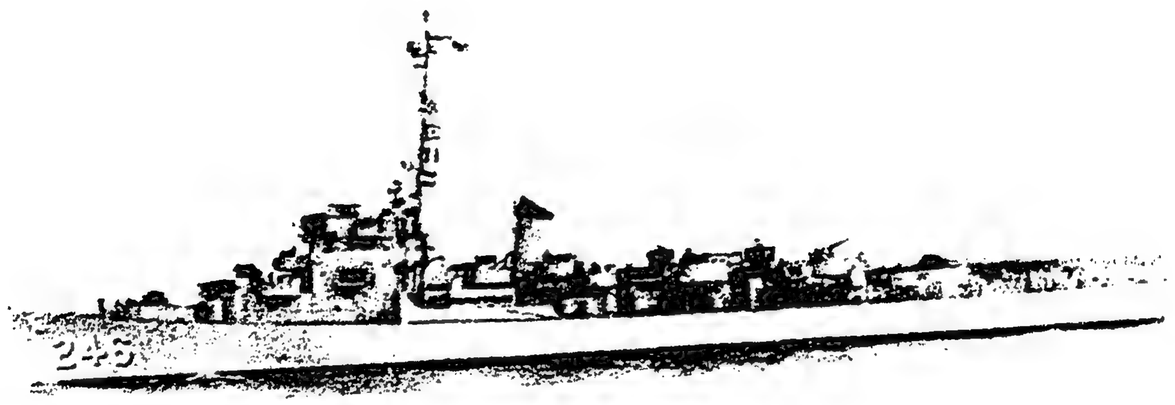
U.S.—DE Variations



DE 220—ROBINSON. 1950
(BUCKLEY Class)



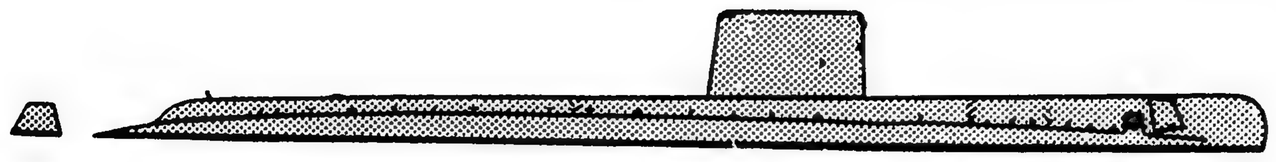
DER 213—POWELL. 1953
(BUCKLEY Class)



DE 246—SNOWDEN. 1952



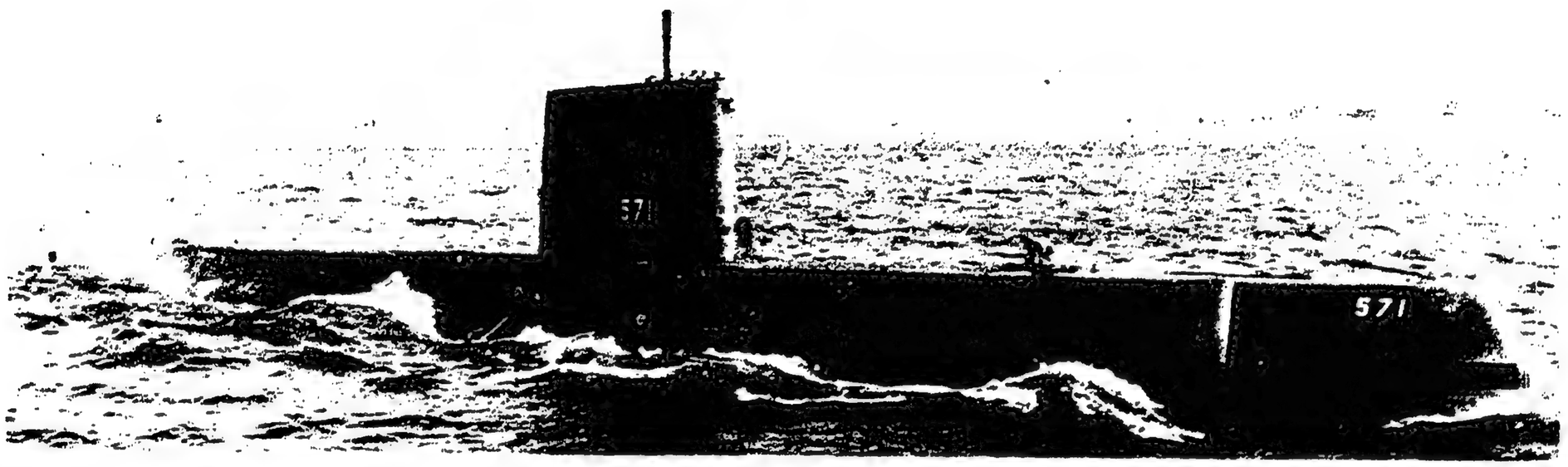
DE 532 TWEEDY. Note pole mainmast. 1952
(Converted for experimental and specialized antisubmarine duties)



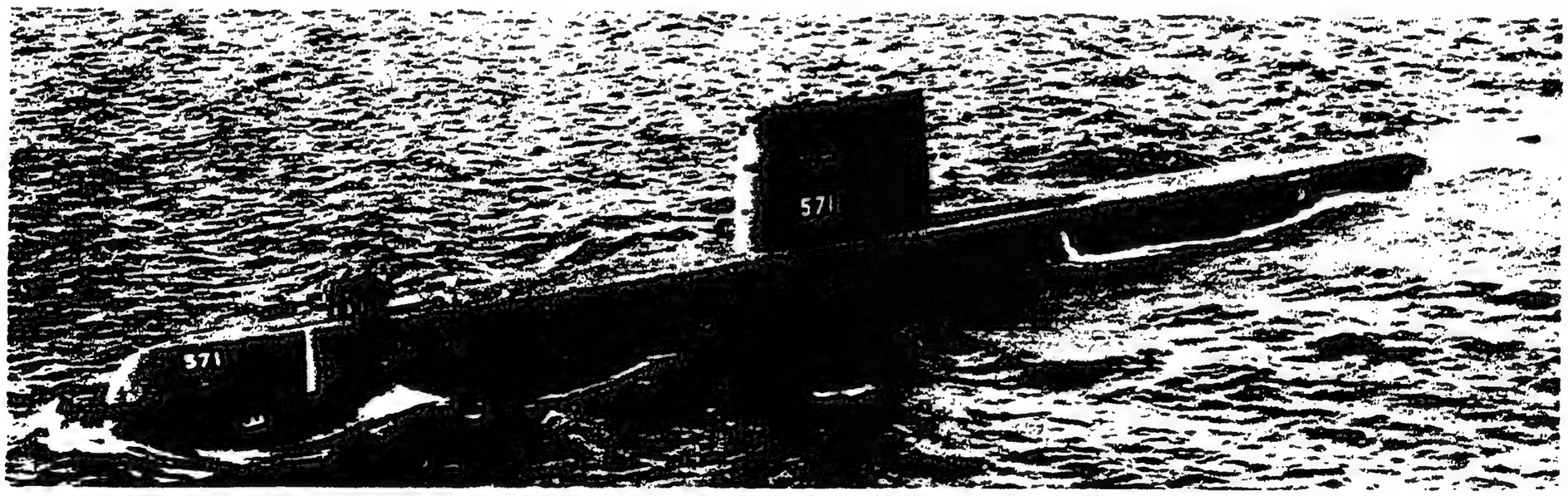
1954.

These nuclear powered submarines are the first ever built in the world. NAUTILUS (SS 571), launched in 1954, was the first of this class. SEA WOLF (SS 575), expected to be launched in 1955, is the second of this class. These submarines were designed to be deep diving submarines and to travel faster underwater than on the surface. For this reason they have a streamlined hull and fairwater, a rounded somewhat bulbous bow, and no deck guns or projections on the outer hull. Recognition characteristics include a squared fairwater and a vertical tail fin. When these submarines are on the surface, this fin will appear separated from the main part of the submarine. These boats can be operated either by nuclear power, by diesel engines, or by electric motors.

DISPL.—3,150 tons
LENGTH—320′; BEAM—30′; DRAFT—
ARMAMENT—6 21″ TT (NAUTILUS)
SPEED—18 knots (surface), 30 knots (submerged-estimated); COMPLETED—1955



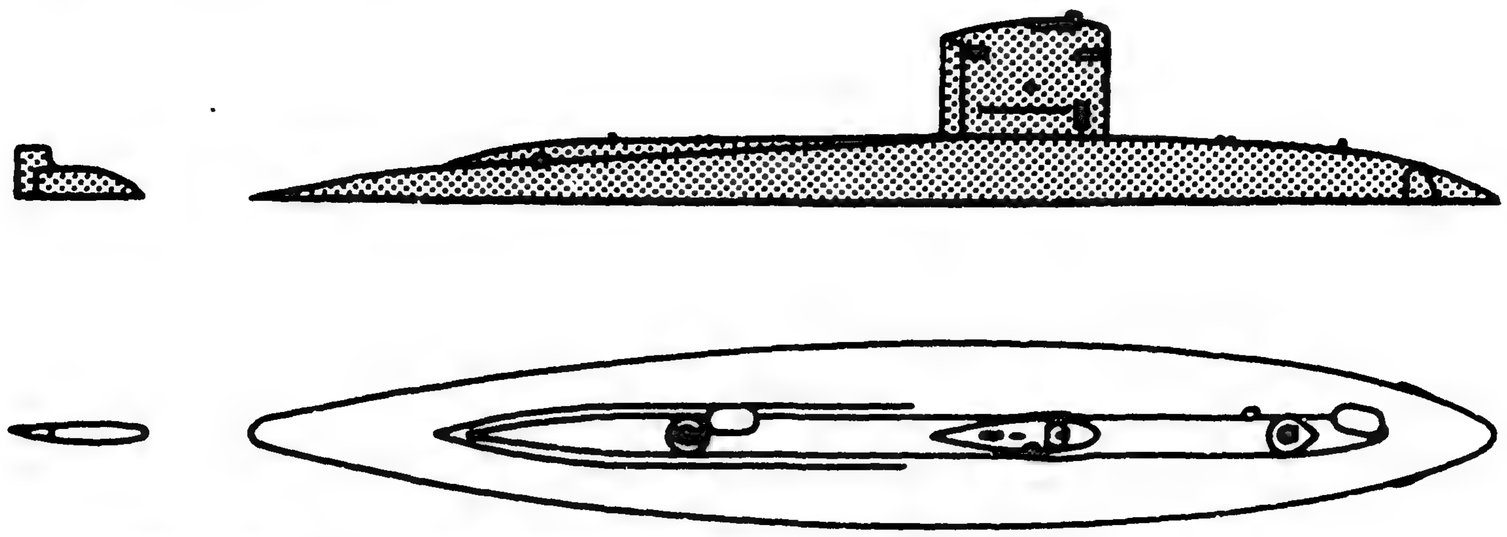
SS 571—NAUTILUS. 1955

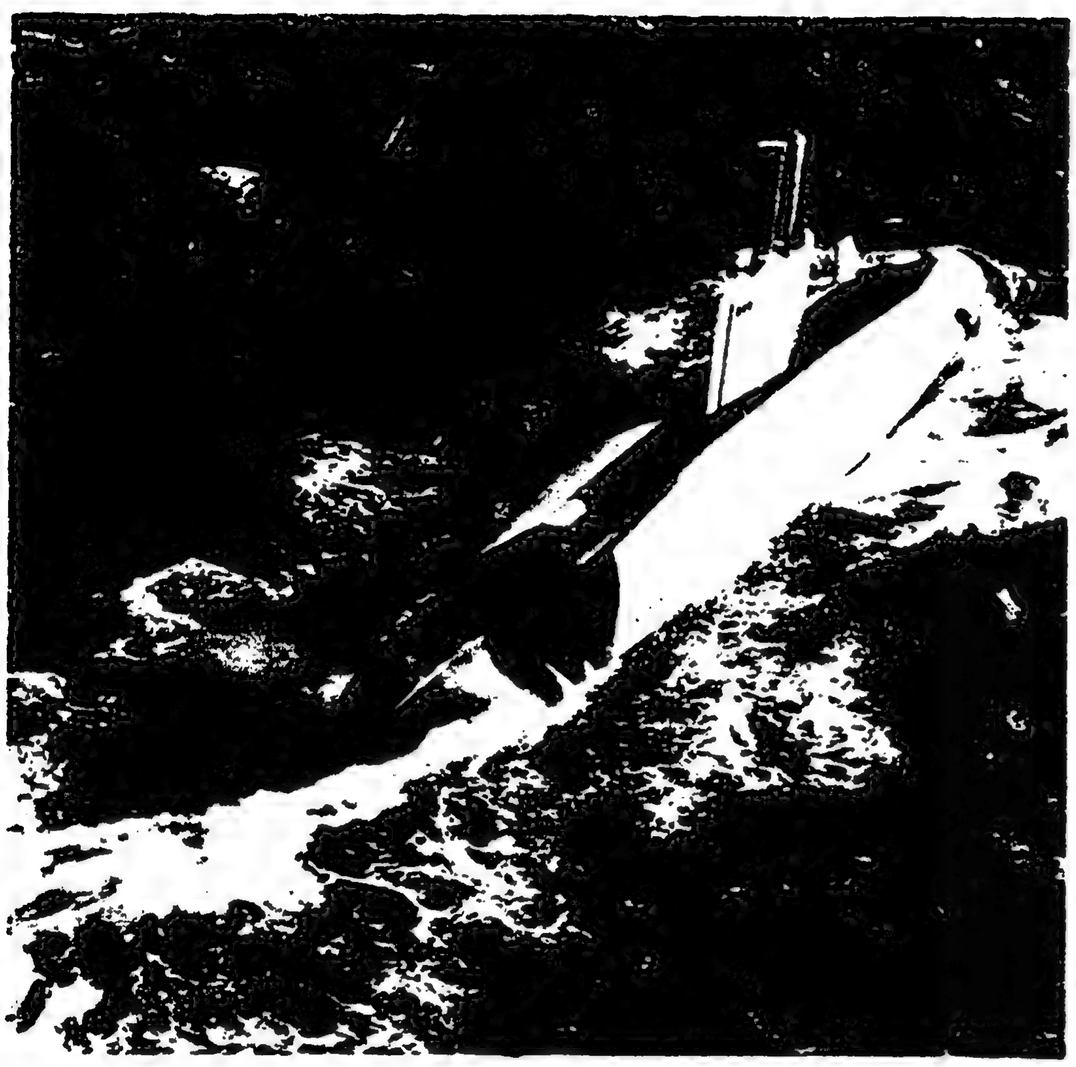


SS 571—NAUTILUS. 1955

343149 O—55——4

U.S.—AGSS ALBACORE

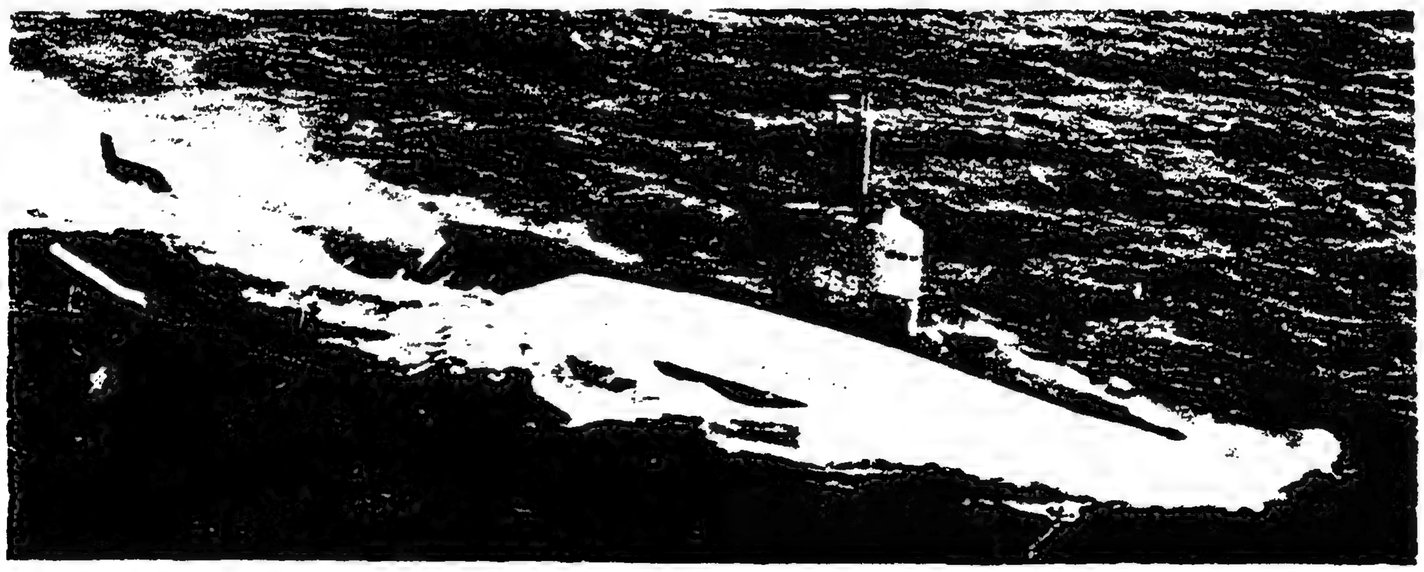




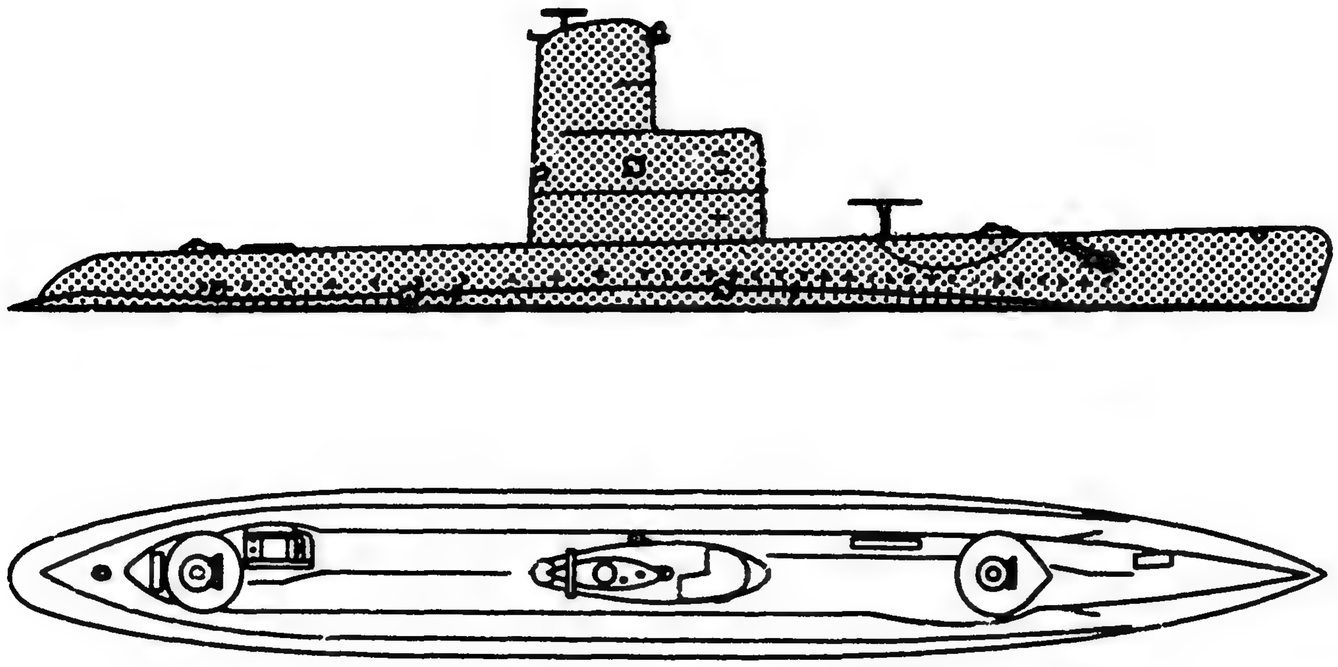
AGSS 569—ALBACORE. 1954

The ALBACORE (AGSS 569) is a high speed single screw underwater target and experimental submarine. She has a larger displacement and is much faster than the SST submarines which are shown on the following page. Recognition characteristics of the ALBACORE include a squared fairwater, a rounded outer hull tapering from the fairwater fore and aft to the water line, and a tail surface which appears separated from the main part of the submarine when on the surface.

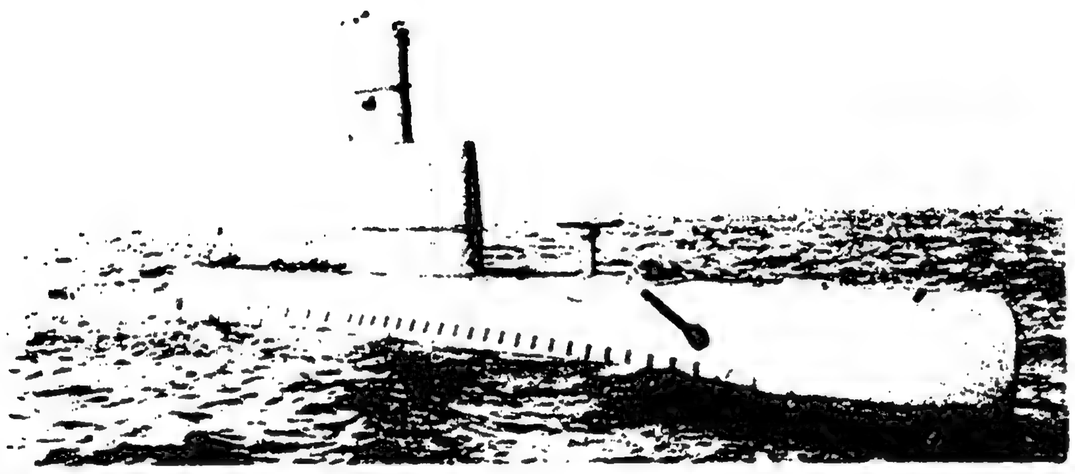
DISPL.—1,231 tons
LENGTH—204′; BEAM—27′;
DRAFT—19′ 6″
ARMAMENT—
SPEED—14.5 knots (surface), 27 knots (submerged); COMPLETED—1953



AGSS 569—ALBACORE. 1954



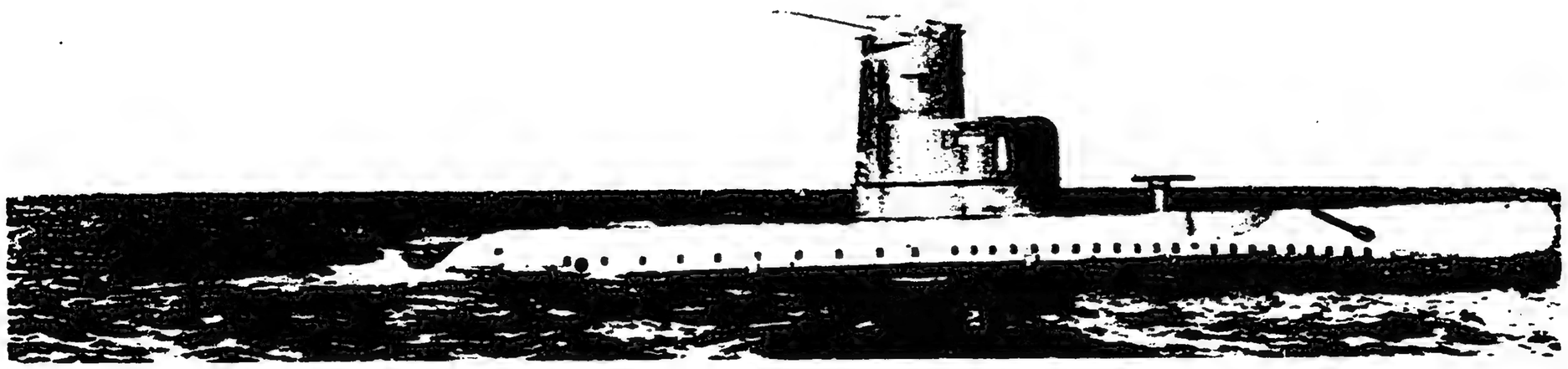
T 1.



SST 1. 1953

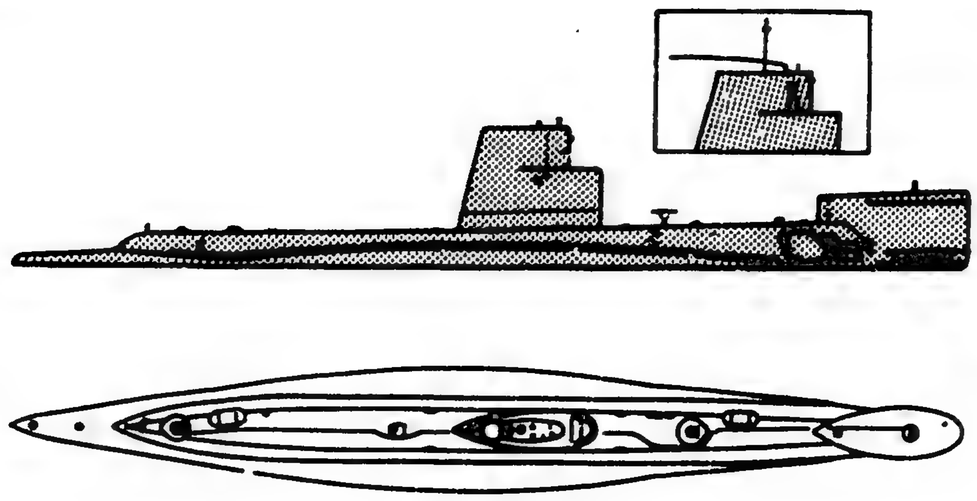
These submarines are used for experimental purposes. The SST Class consists of two small coastal submarines, T 1 and T 2. These two submarines are being used at the present time as target submarines or in training exercises with air and surface antisubmarine forces. They can be used in landing small raiding parties. T 1, launched in 1953, is one of the smallest submarines ever built in the U. S. These submarines have fairwater superstructure similar to "Guppy" Types, with a rounded raised bow and short over-all length. These are slow speed submarines.

DISPL.—250 tons
LENGTH—133′; BEAM—13′ 6″; DRAFT—11′
ARMAMENT—1 TT
SPEED—10 knots (surface and submerged); COMPLETED—1953

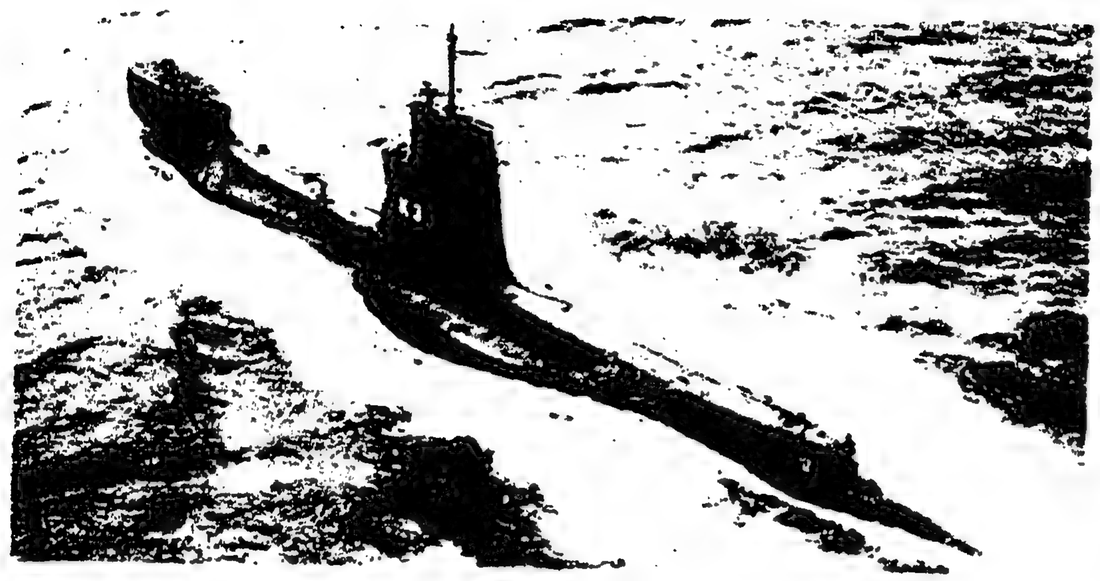


SST 1. 1953

U.S.—SSK 1 Class



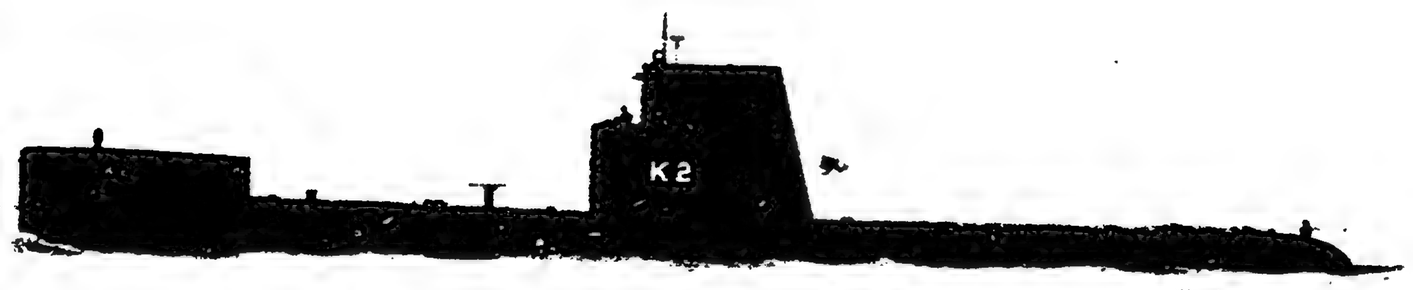
1954.



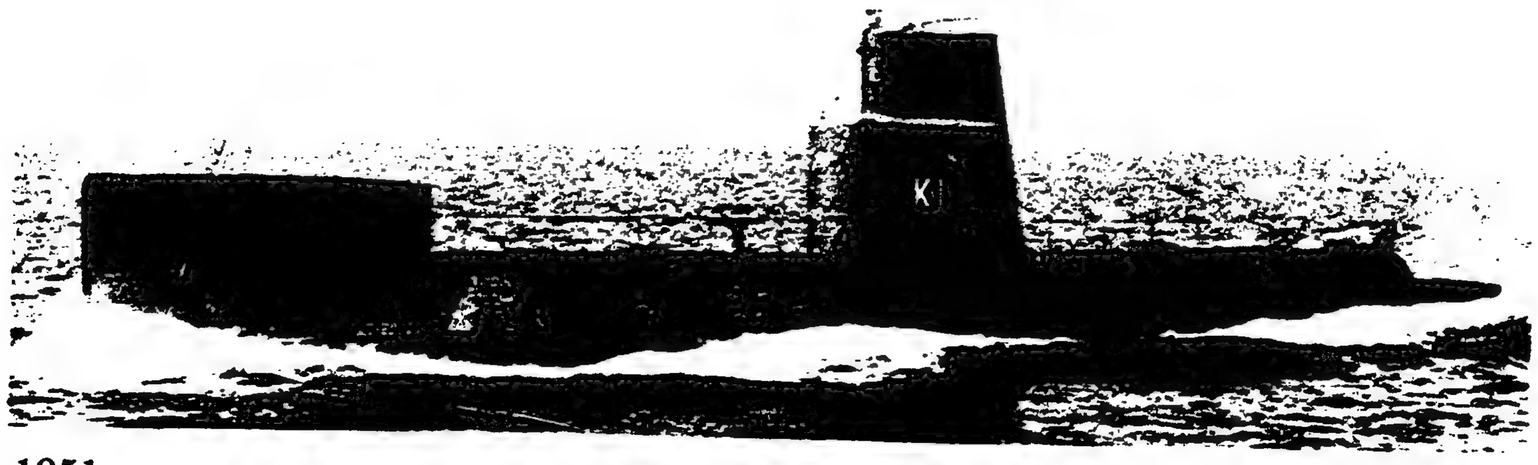
SSK 3. 1954

The SSK 1 Class is a newly constructed class of small hunter-killer submarines. Units of this class have letter-number designations instead of names. At the present time the class consists of three submarines, K 1, K 2 and K 3. These submarines are highly maneuverable and are easily identified by their large bulbous bow, which is raised above the outer hull, and by their short stubby appearance.

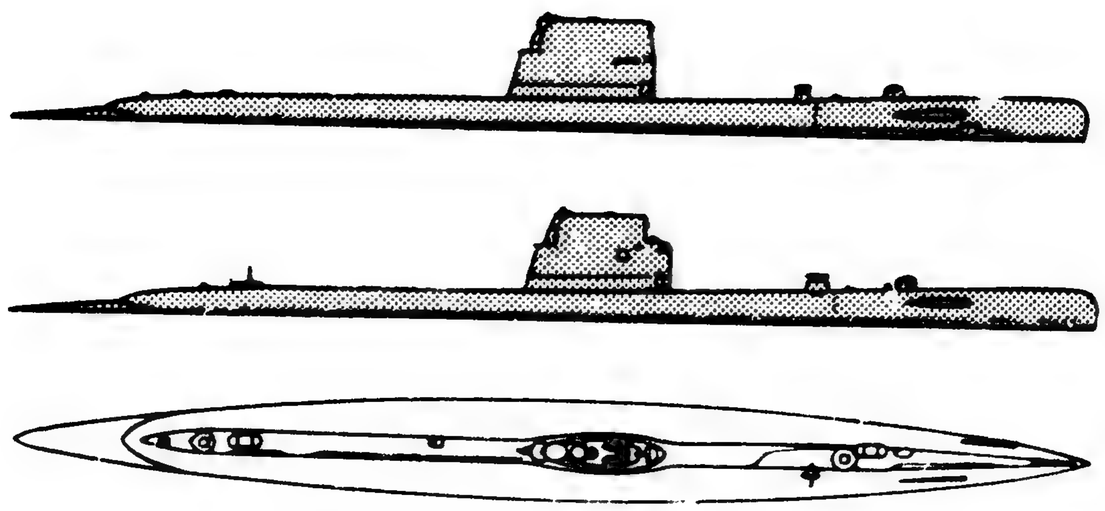
DISPL.—765 tons
LENGTH—196′; BEAM—25′; DRAFT—16′
ARMAMENT—
SPEED—13 knots (surface), COMPLETED—1951–52



SSK 2. 1952

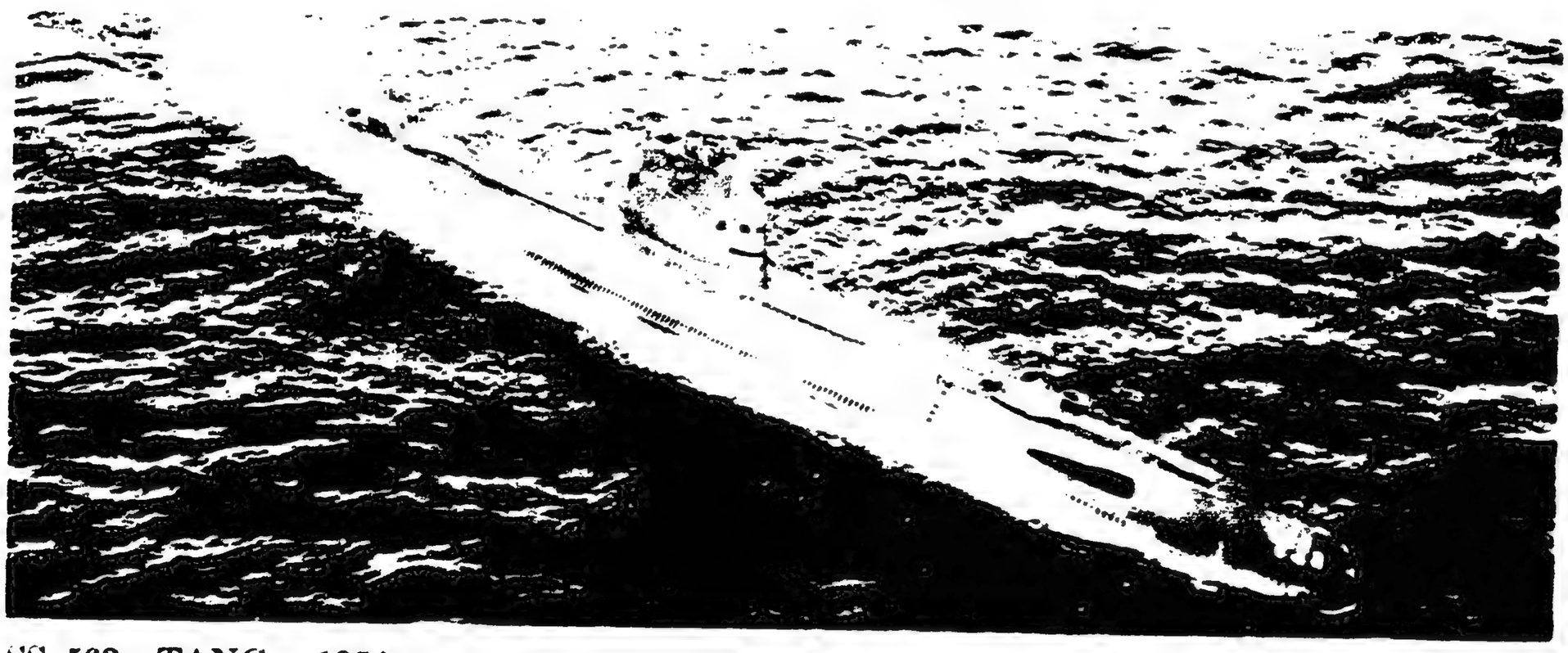


SSK 1. 1951

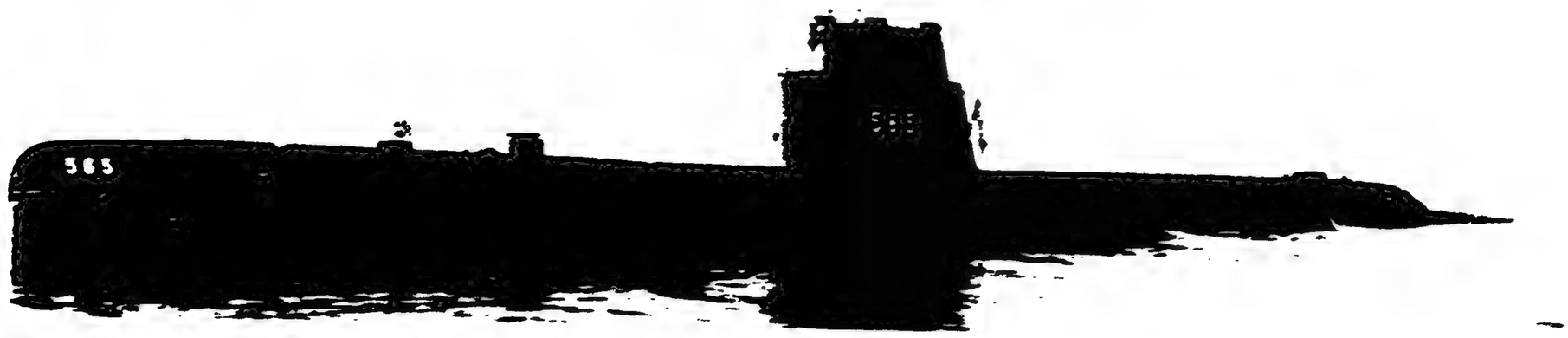


These submarines were the first large submarines to be constructed by the U. S. Navy since World War II. Built as deep-diving attack submarines, their design incorporates improvements based on war experience to give higher submerged speed, with an improved snorkel breathing apparatus. The hulls of the TANG Class represent a radical departure from previous designs. With a forty foot shorter hull length than the older boats, these submarines have excellent submerged maneuverability. Similar in appearance to the "Guppy" types, units of the TANG Class have a streamlined hull, a faired superstructure, and no deck guns. These submarines may be distinguished from the "Guppy" Types by their shorter hull length and broad squat fairwater.

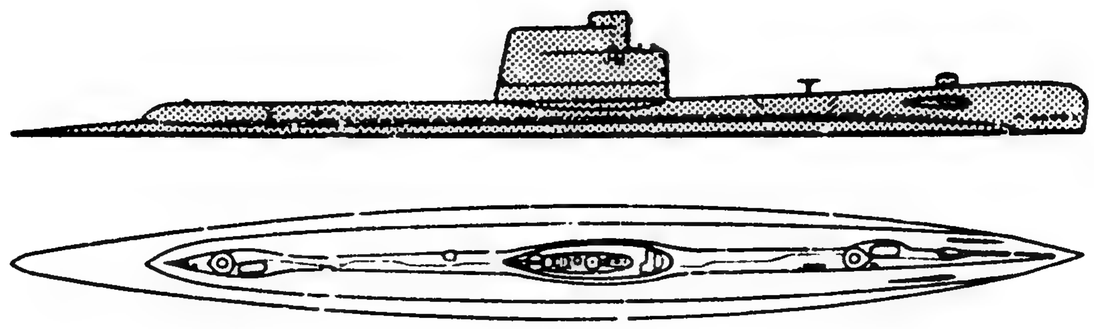
DISPL.—1,615 tons
LENGTH—269′; BEAM—27′; DRAFT —17′
ARMAMENT—6 21″ TT
SPEED—15.5 knots (surface), 17 knots (submerged); COMPLETED—1951 52

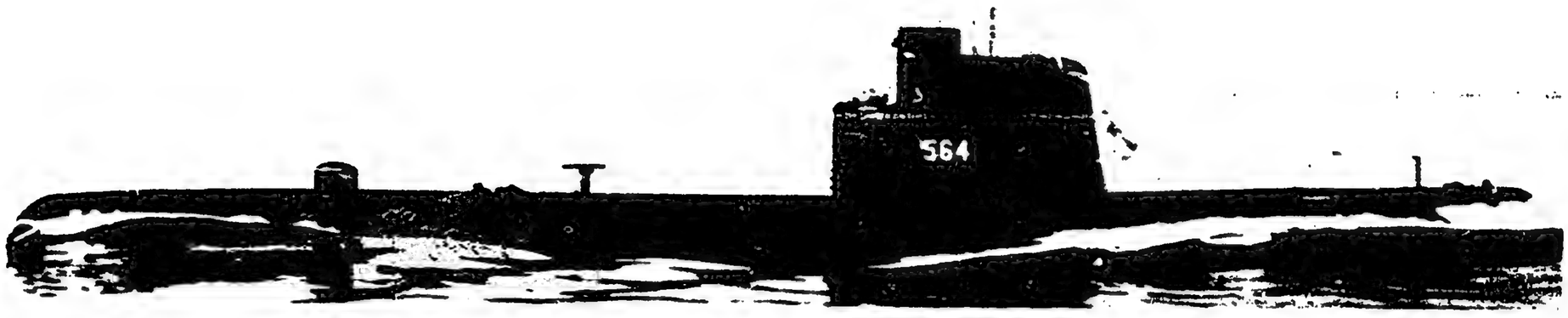


SS 563—TANG. 1954

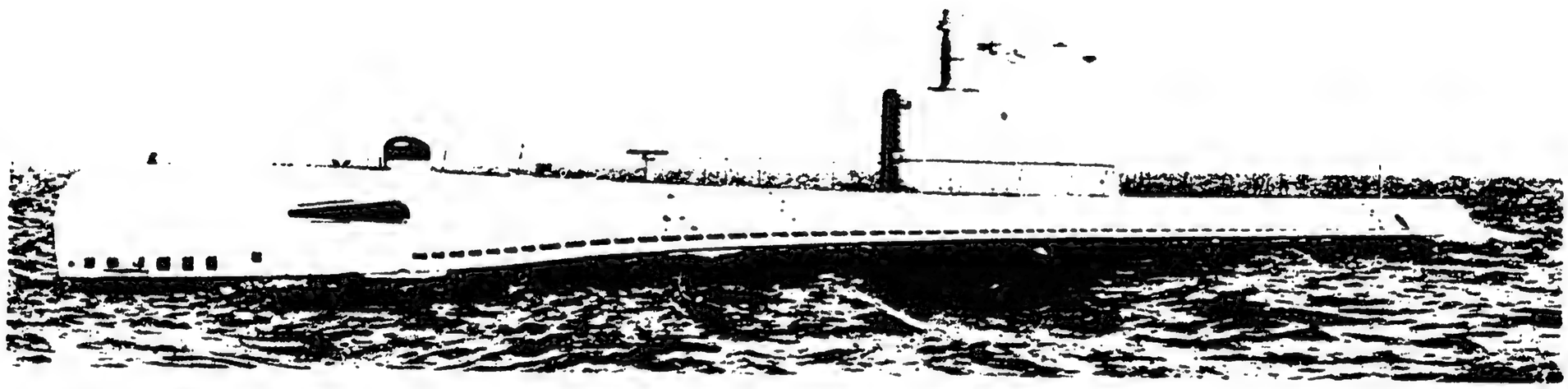


SS 565—WAHOO. 1952

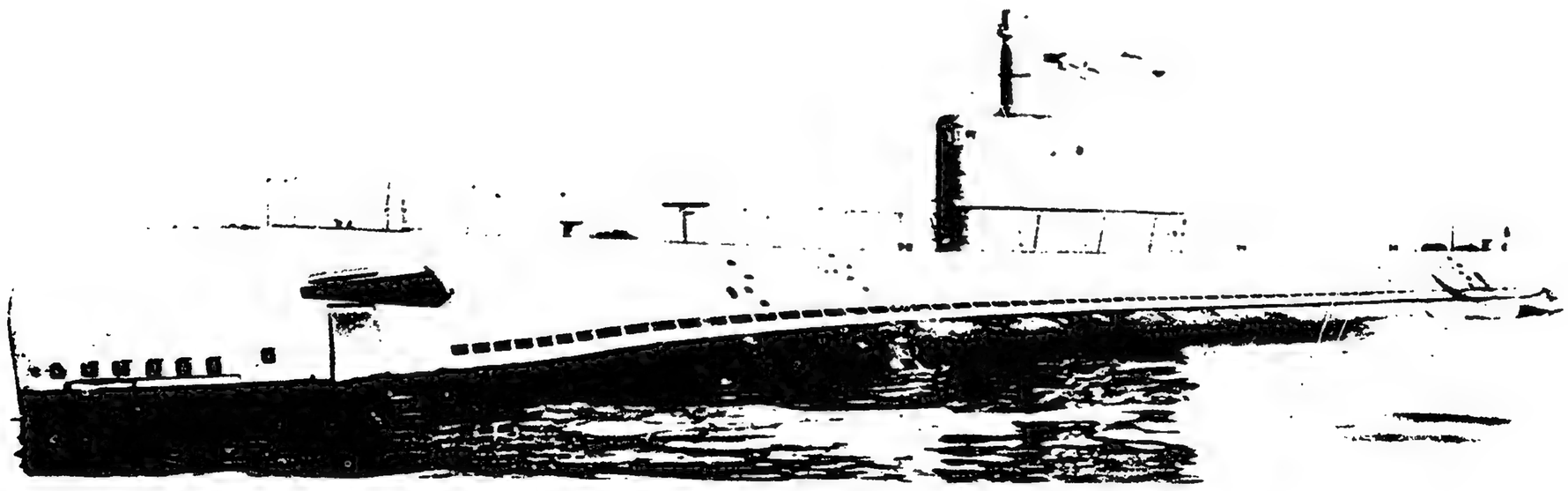




SS 564- -TRIGGER. 1952

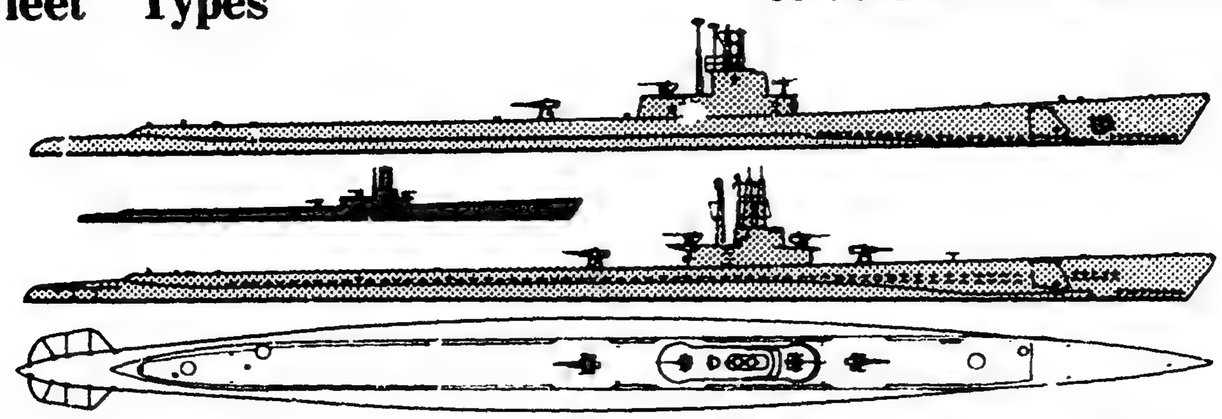


SS 566—TROUT. 1952



SS 568—HARDER. 1952

U.S.—SS "Fleet" Types



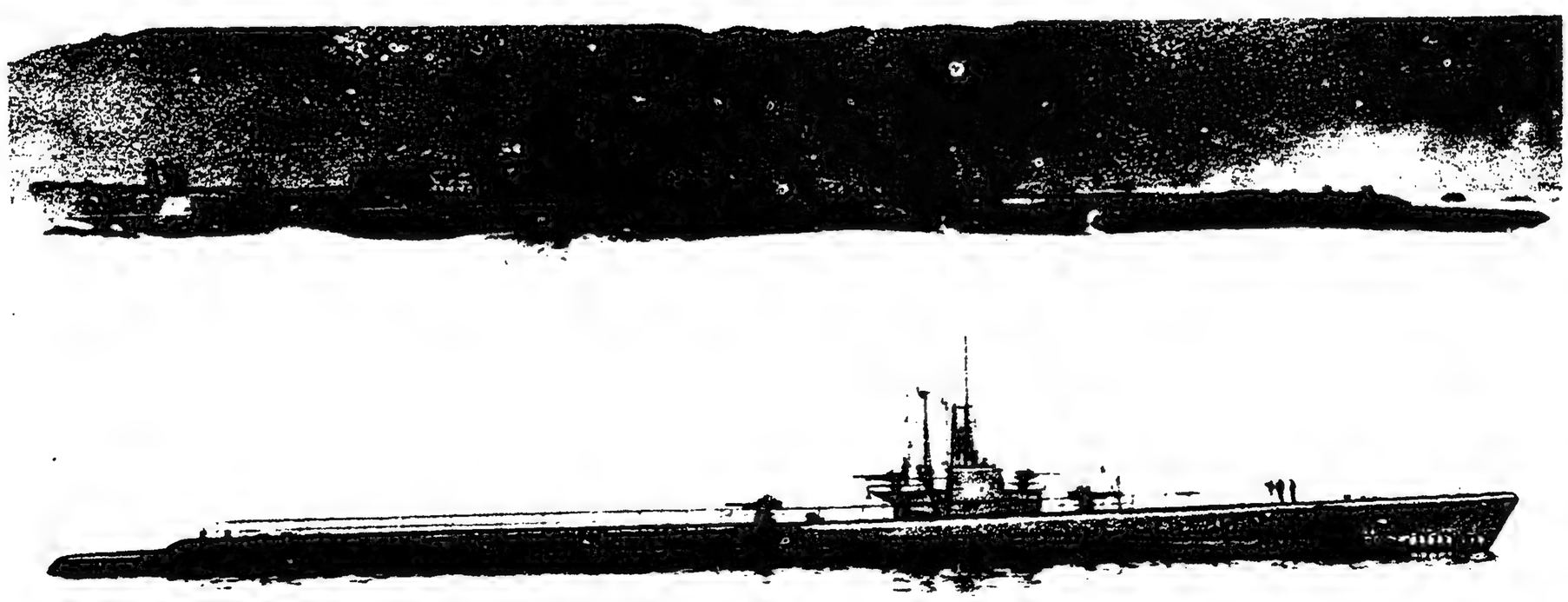
SS 404—SPIKEFISH (BALAO Class). 1952

"Fleet" Types of U. S. submarines are found in the GATO and BALAO Classes. Submarines in these classes were the backbone of the United States submarine force during World War II. These submarines can be identified by their raised, pointed, and raked bow; stepped conning tower; and lack of streamlined fairwater which exposes periscope shears and other equipment. Some units of these classes have been converted and equipped for use as troop and supply transports, guided missile launchers, submarine oilers, radar pickets, and hunter-killer submarines. Others have been converted and designated as auxiliaries and are used for testing and experimental purposes. Still others have been loaned or sold to friendly foreign countries for their use.

DISPL.—1,525 tons
LENGTH—312′; BEAM—27′; DRAFT—15′
ARMAMENT—Varies (1-3 5″/25; 2 40 mm AA); 10 21″ TT (6 bow, 4 stern)
SPEED—20-21 knots (surface), 8 knots (submerged); COMPLETED—1941-47

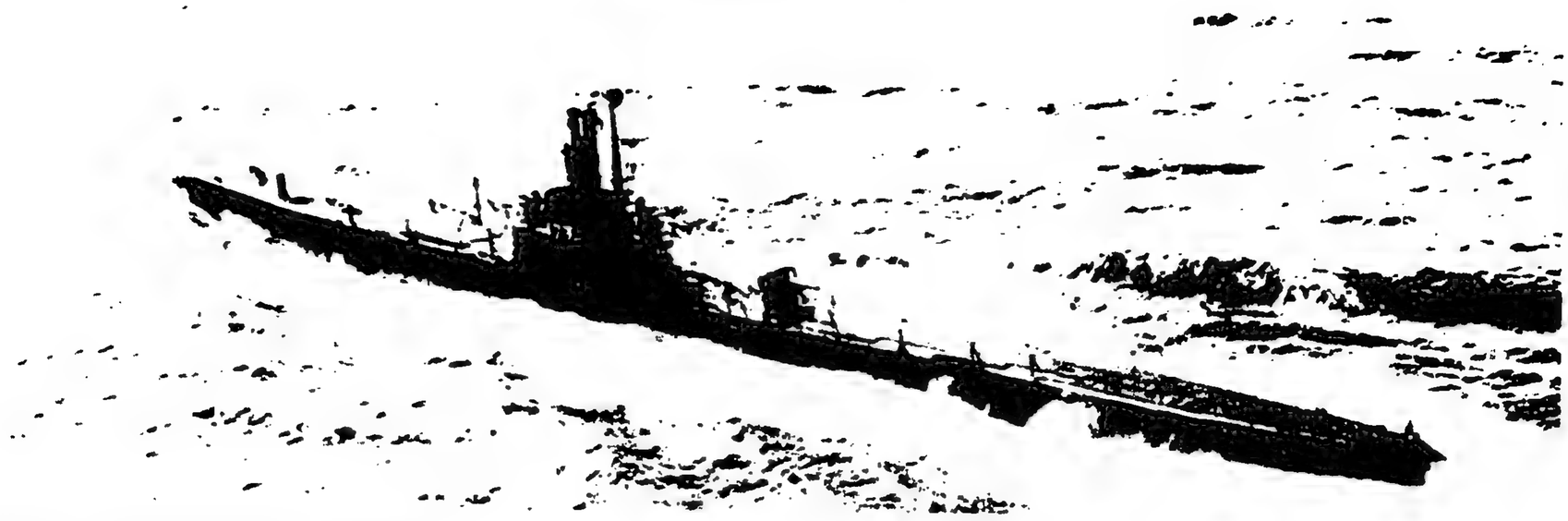


SS 212—GATO. 1944



SS 397—SCABBARDFISH (BALAO Class). 1946

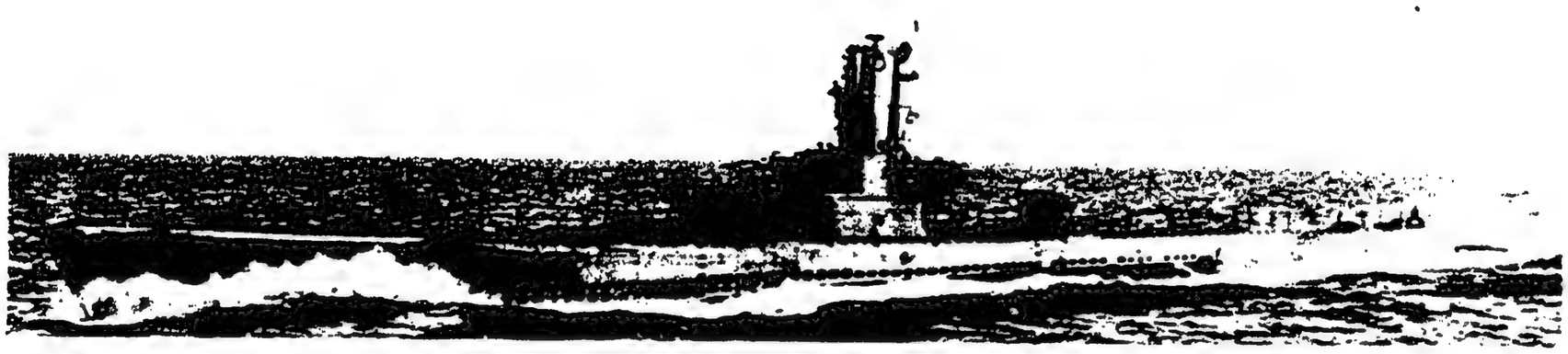
BALAO Class



SS 477—CONGER. 1953



SS 287—BOWFIN. 1952

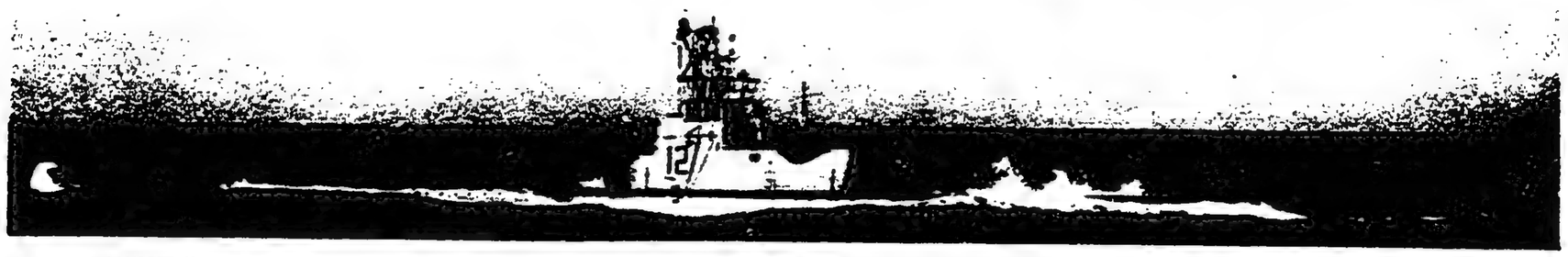


SS 406—SEA POACHER. 1950 (Prior to "Guppy" Conversion)

GATO Class

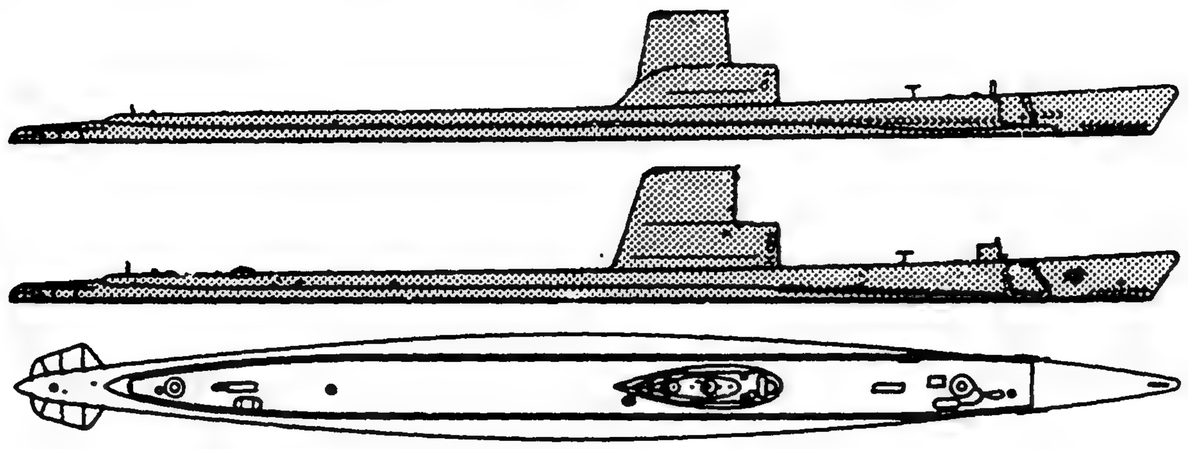


SS 258—HOE. 1943



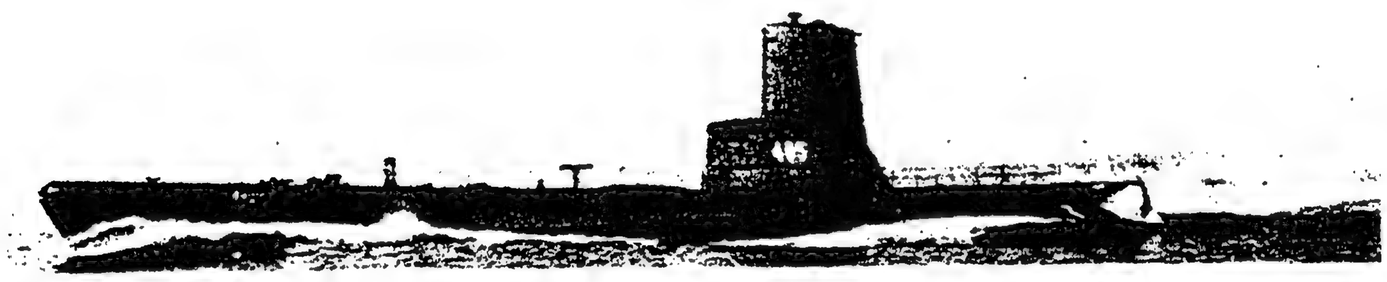
SS 265—PETO. 1943

U.S.—SS "Fleet Snorkel" Types

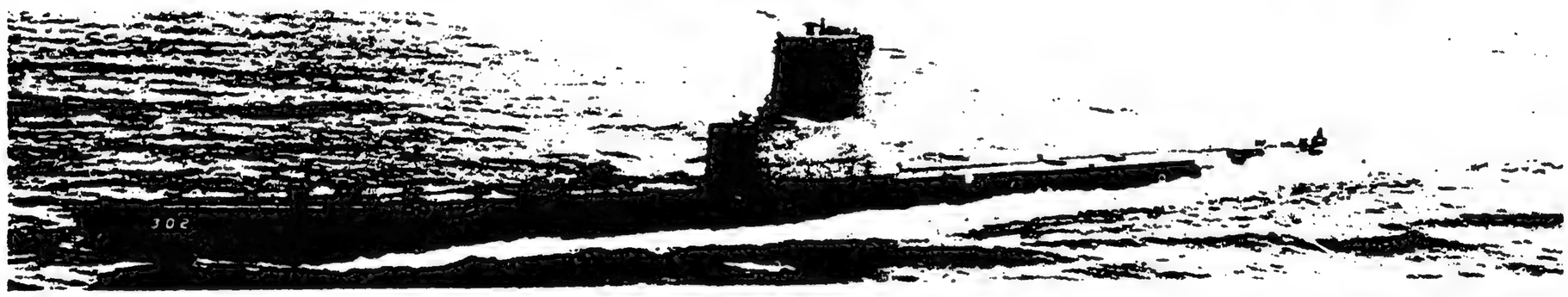


The "Fleet Snorkel" Type submarines are those improved "Fleet" Type submarines which have been altered and fitted with snorkel breathing apparatus. This alteration also includes the addition of a light-weight streamlined fairwater around the conning tower, periscope shears, and other nearby equipment; and the removal of some or all of the small guns. These changes were designed to give these boats greater submerged speeds. "Fleet Snorkel" Type submarines resemble "Guppy" Type submarines in fairwater appearance; however, "Fleet Snorkel" Types have a pointed and raked bow which is characteristic of "Fleet" Types, whereas the "Guppy" Types have a rounded bow.

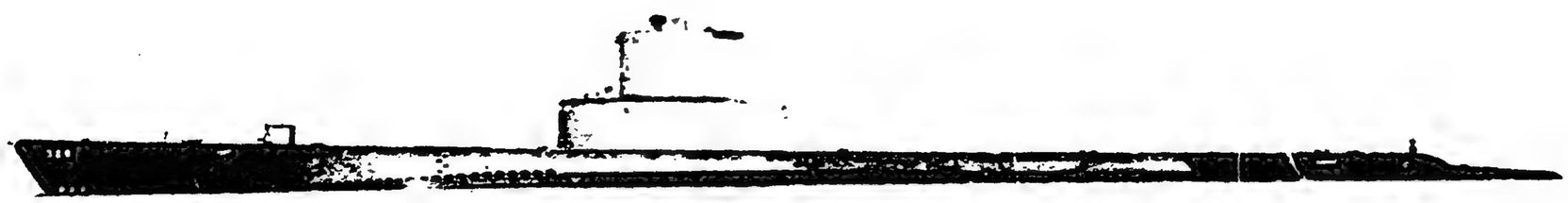
DISPL.—1,470–1,570 tons
LENGTH—312′; BEAM—27′; DRAFT—15′
ARMAMENT—10 21″ TT
SPEED—20–21 knots (surface), 8 knots (submerged); COMPLETED—1944–46



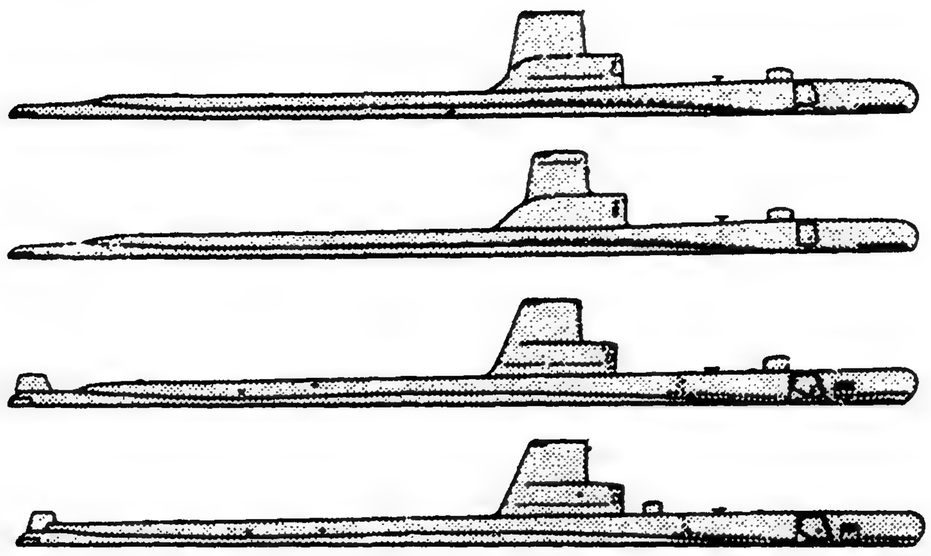
SS 405—SEA OWL. 1952



SS 302—SABALO. 1953



SS 328—CHARR. 1953

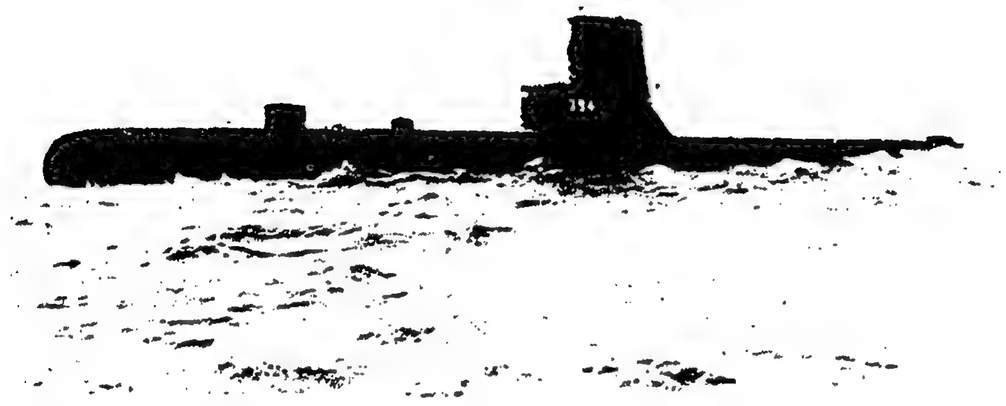


SS 344.

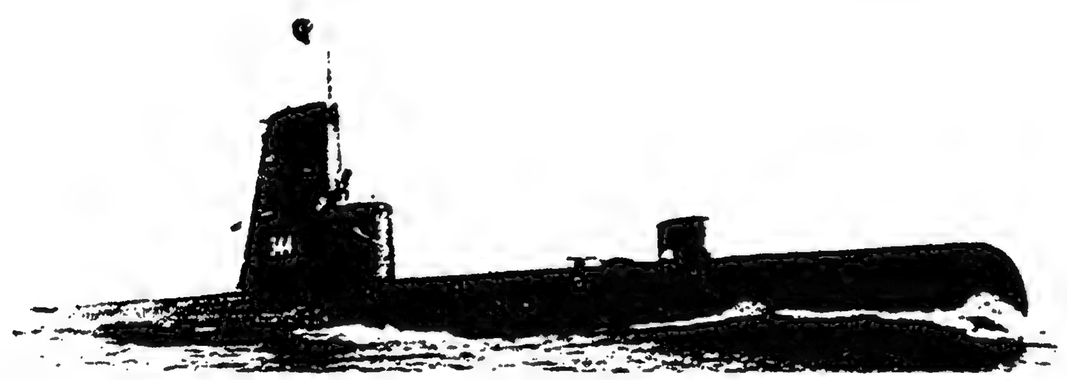
SS 352.

"Guppy" Type Submarines are modified units of "Fleet" and "Fleet Snorkel" Types. "Guppy", which comes from "Greater Underwater Propulsive Power", are boats converted primarily for that purpose, to give greater submerged speeds. These submarines are characterized by a streamlined fairwater, a rounded bow, and a lack of guns. Other data characteristics are similar to "Fleet" and "Fleet Snorkel" Types.

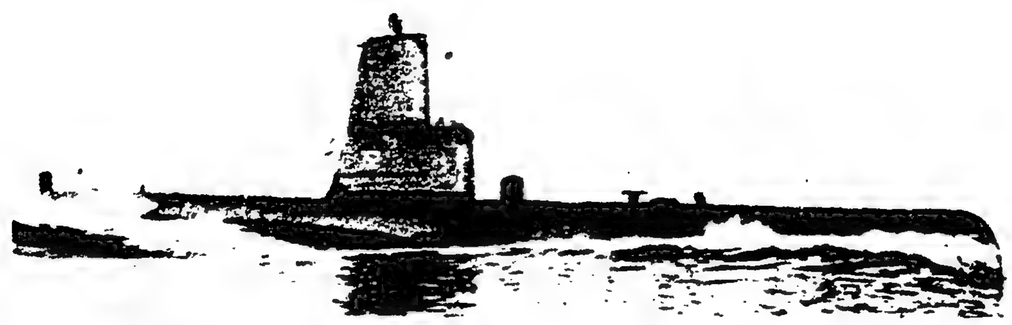
DISPL.—1,450-1,550 tons
LENGTH—312′; BEAM—27′; DRAFT—15′
ARMAMENT—10 21″ TT
SPEED—20-21 knots (surface), 15-17 knots (submerged); COMPLETED—1947-53



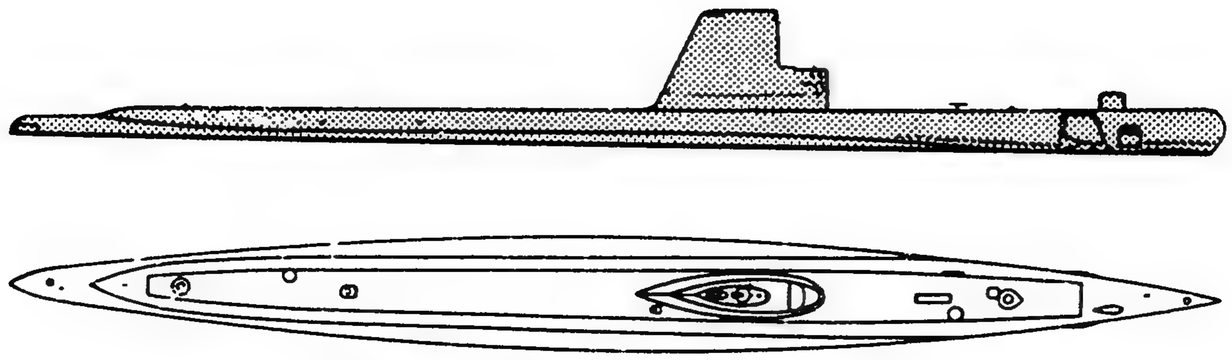
SS 394—RAZORBACK. 1954

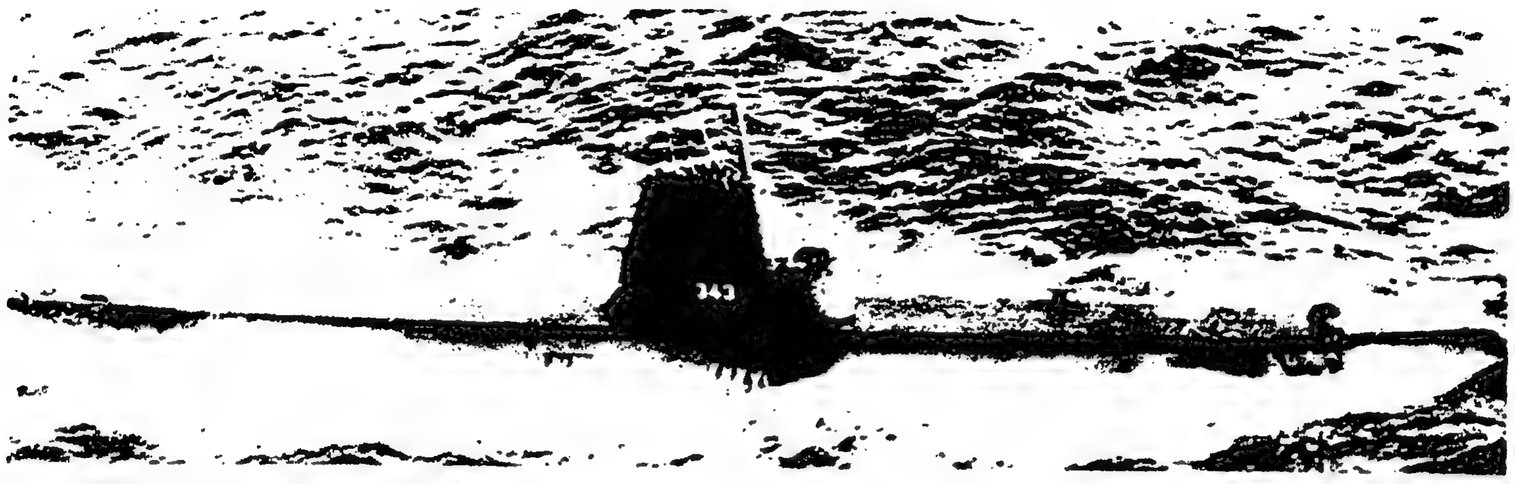


SS 344—COBBLER. 1952

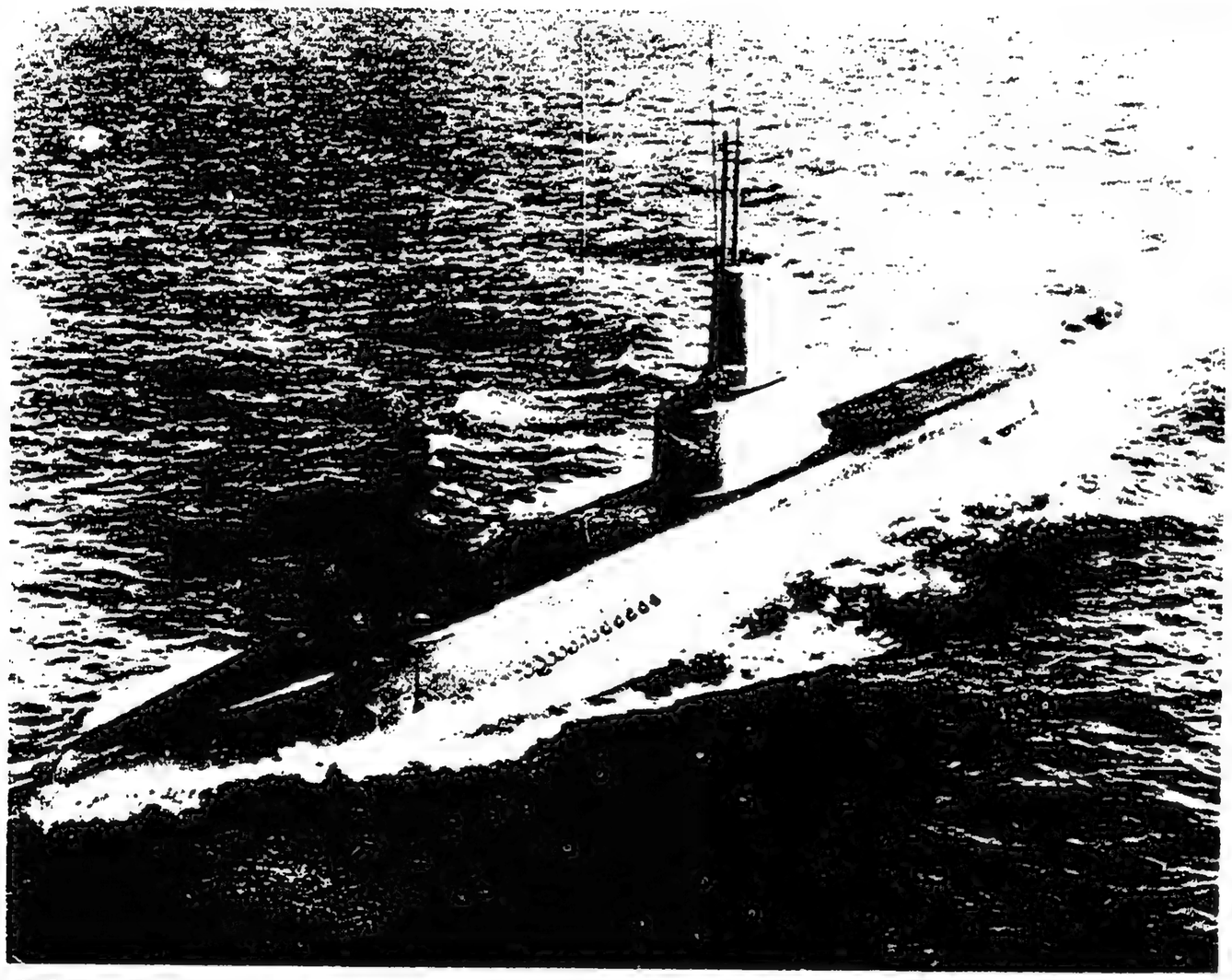


SS 352 HALFBEAK. 1952



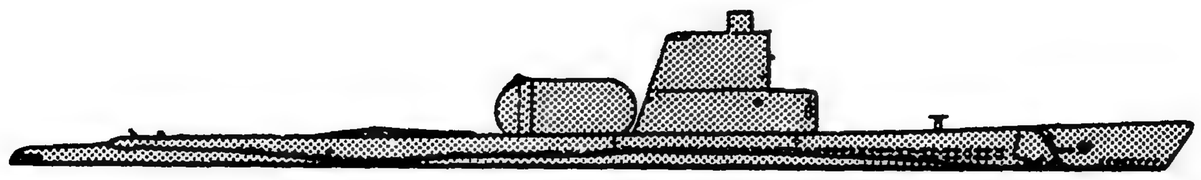


SS 343—CLAMAGORE. 1952

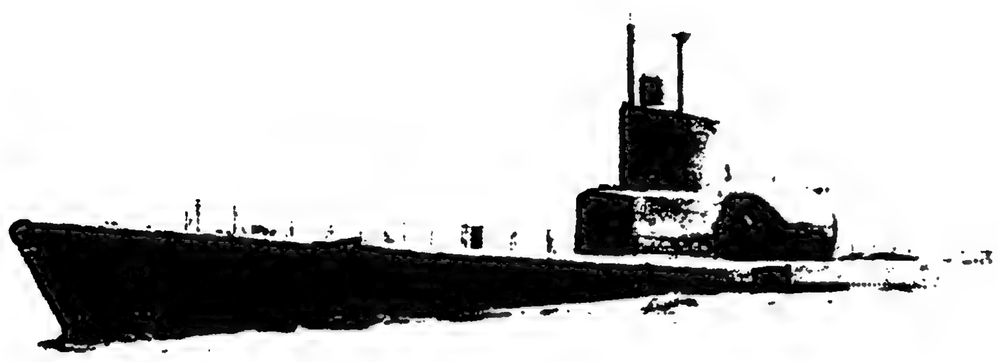


SS 346—CORPORAL. 1948



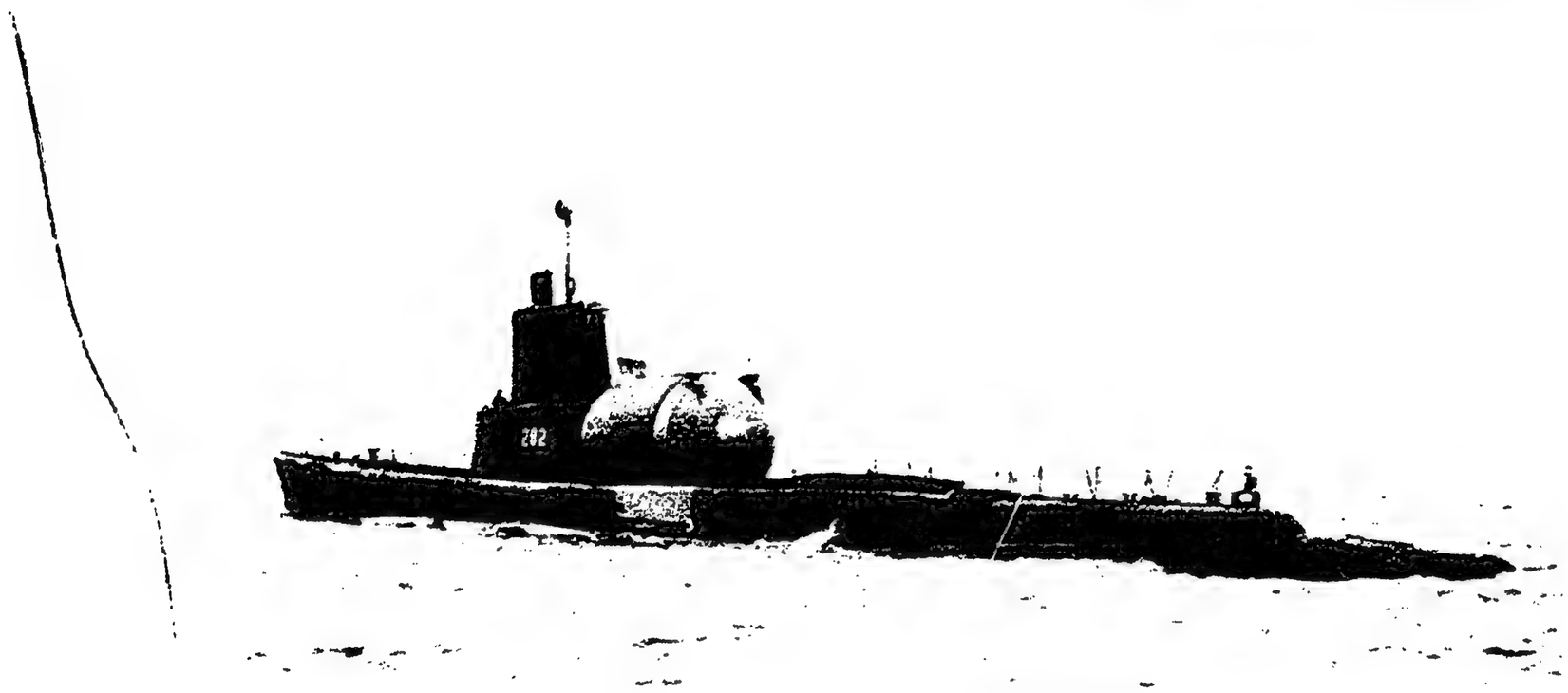


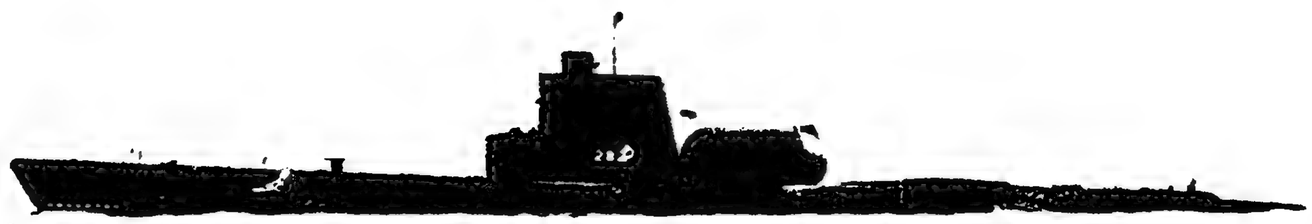
SSG 282—TUNNY. 1953

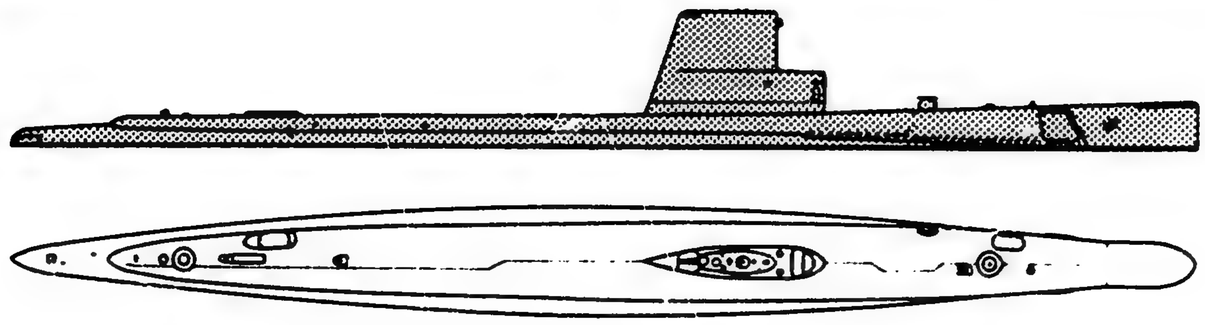


The SSG Class at the present time consists of one ship, the TUNNY (SSG 282). TUNNY is a "Fleet" Type submarine converted for the launching of guided missiles. This conversion made her a "Fleet Snorkel" Type submarine in bow and fairwater appearance. For recognition purposes TUNNY has a pointed and raked bow, a snorkel breathing apparatus, a streamlined fairwater, a large cylindrical tank on the outer hull aft of the fairwater, and a missile-launching rack aft of this tank.

DISPL.—1,525 tons
LENGTH—312′; BEAM—27′;
DRAFT—15′
ARMAMENT—Regulus missiles
SPEED—20-21 knots (surface), 8 knots (submerged); COMPLETED—1942



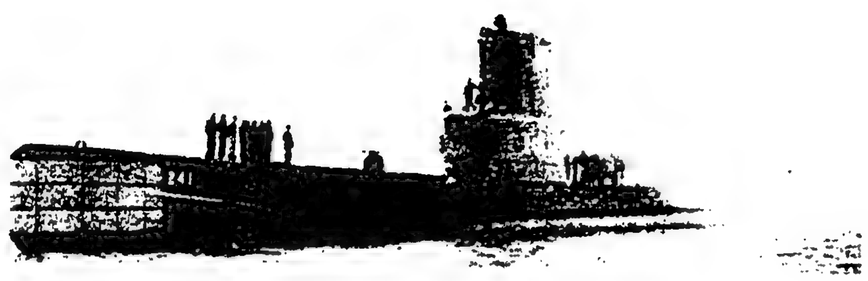




1954.

The submarines in this class are former "Fleet" Type submarines which were converted into hunter-killer submarines and redesignated in 1950–51 as SSK (large). The primary purpose of the SSK Class submarine is to locate and destroy enemy submarines. In fairwater appearance SSK Class submarines resemble "Fleet Snorkel" Type submarines. They can easily be distinguished from "Fleet Snorkel" Types by their bow appearance; SSK units have a somewhat bulbous rounded and vertical appearing bow, whereas the "Fleet Snorkel" Types have a pointed and raked bow.

DISPL.—1,525 tons
LENGTH—312′; BEAM—27′; DRAFT—15′
ARMAMENT—
SPEED—21 knots (surface), 15 knots (submerged); COMPLETED—1942–44 CONVERTED—1952–53

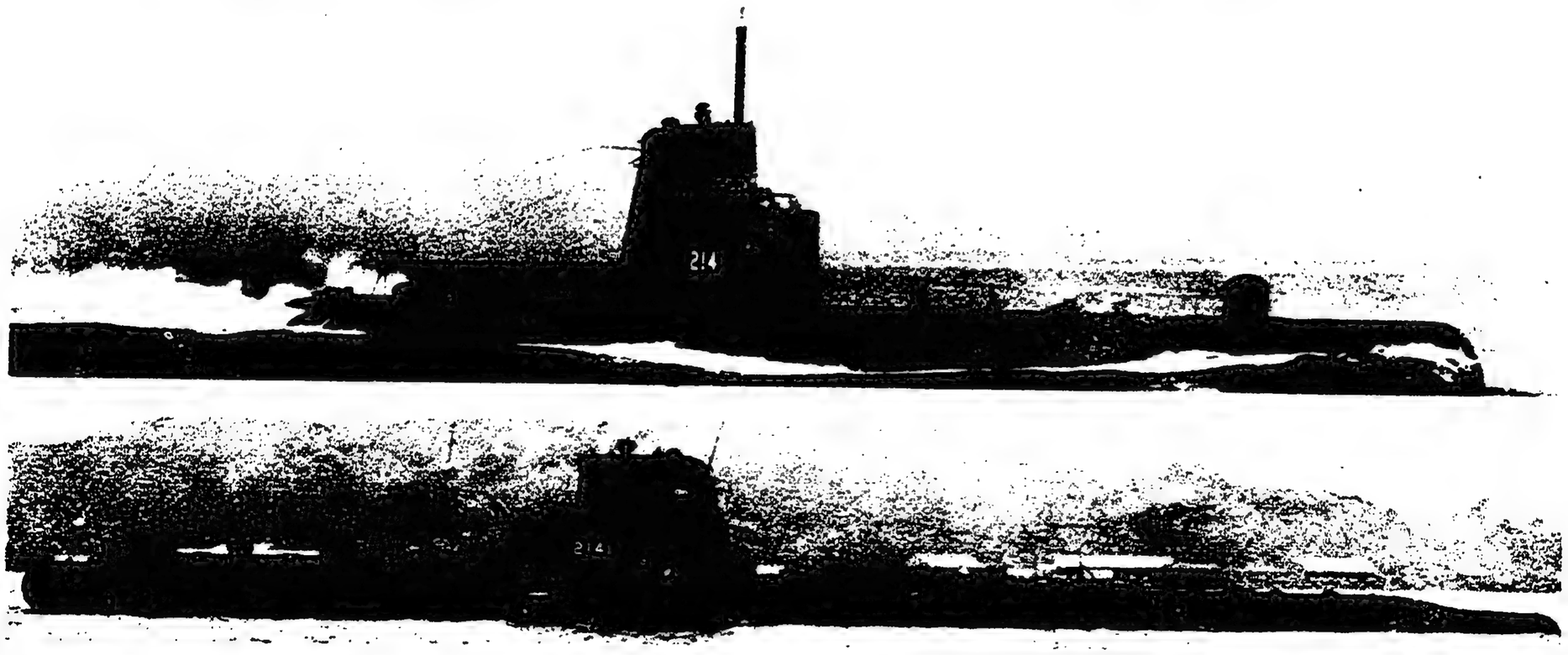


SSK 241—BASHAW. 1953



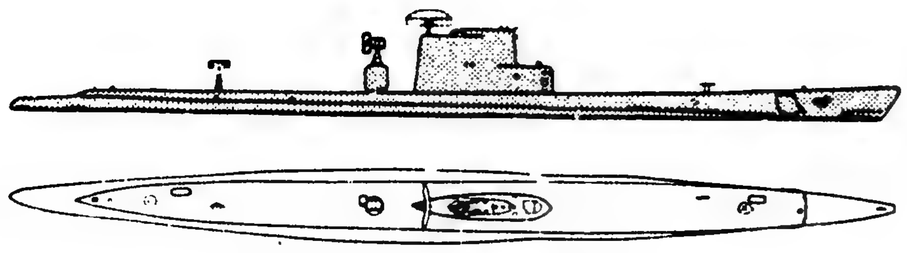
SSK 241—BASHAW. 1953



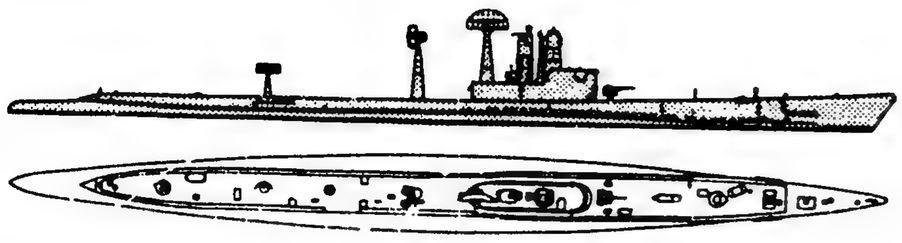


SSK 214—GROUPER. Note "Guppy" bow. circa 1952

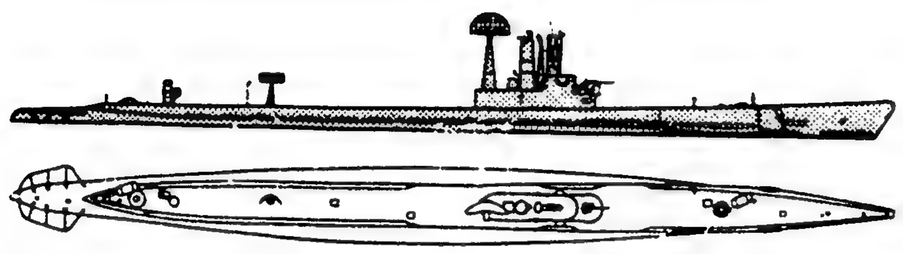
U.S.—SSR Class



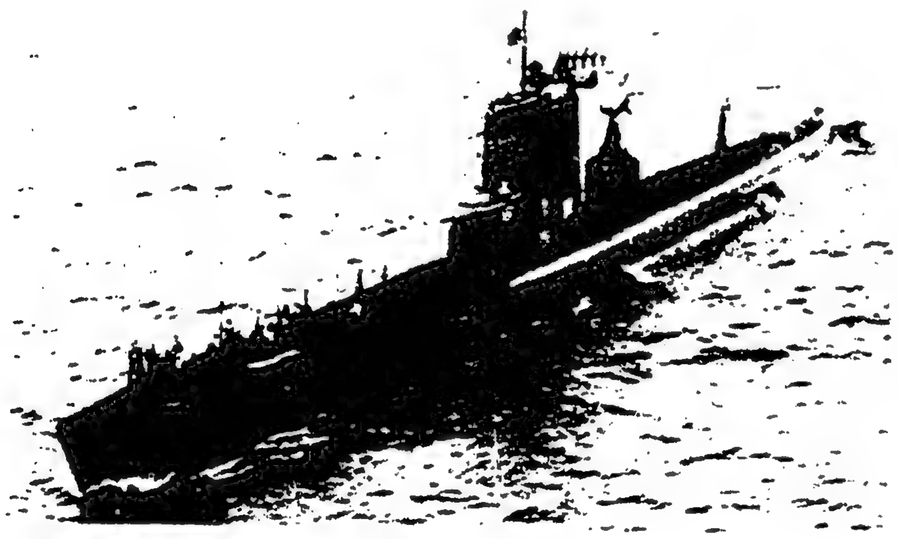
1954.



1954.



1954.



SSR 271—RAY. 1952

The SSR Class is composed of submarines from "Fleet" Types. These types have been converted to radar picket submarines (SSR). They carry the most advanced electronic equipment, and are designed to perform scouting duties and serve as early warning picket submarines. These SSR submarines are similar in appearance to the "Fleet" and "Fleet Snorkel" Types, but differ from these types by their relatively large radar antenna which is located on the top after section of the fairwater. Other antennas are mounted on the outer hull aft of the fairwater. Some SSR units, which are similar in fairwater appearance to "Fleet Snorkel" Types, were cut in two during their conversion to permit the installation of new electronic equipment. Two new hull sections were then added, thus increasing their length to about 343′ and their displacement to about 2,500 tons.

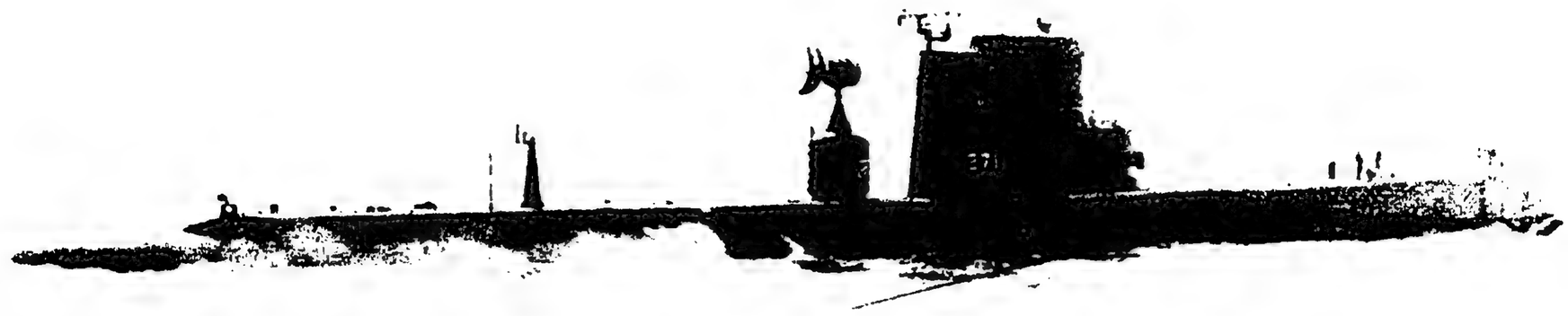
DISPL.—1,525–2,500 tons
LENGTH—312′–343′; BEAM—27′; DRAFT—15′–17′
ARMAMENT—0–1 40 mm AA; 6–10 21″ TT
SPEED—20–21 knots (surface), 8 knots (submerged); COMPLETED—1943–46



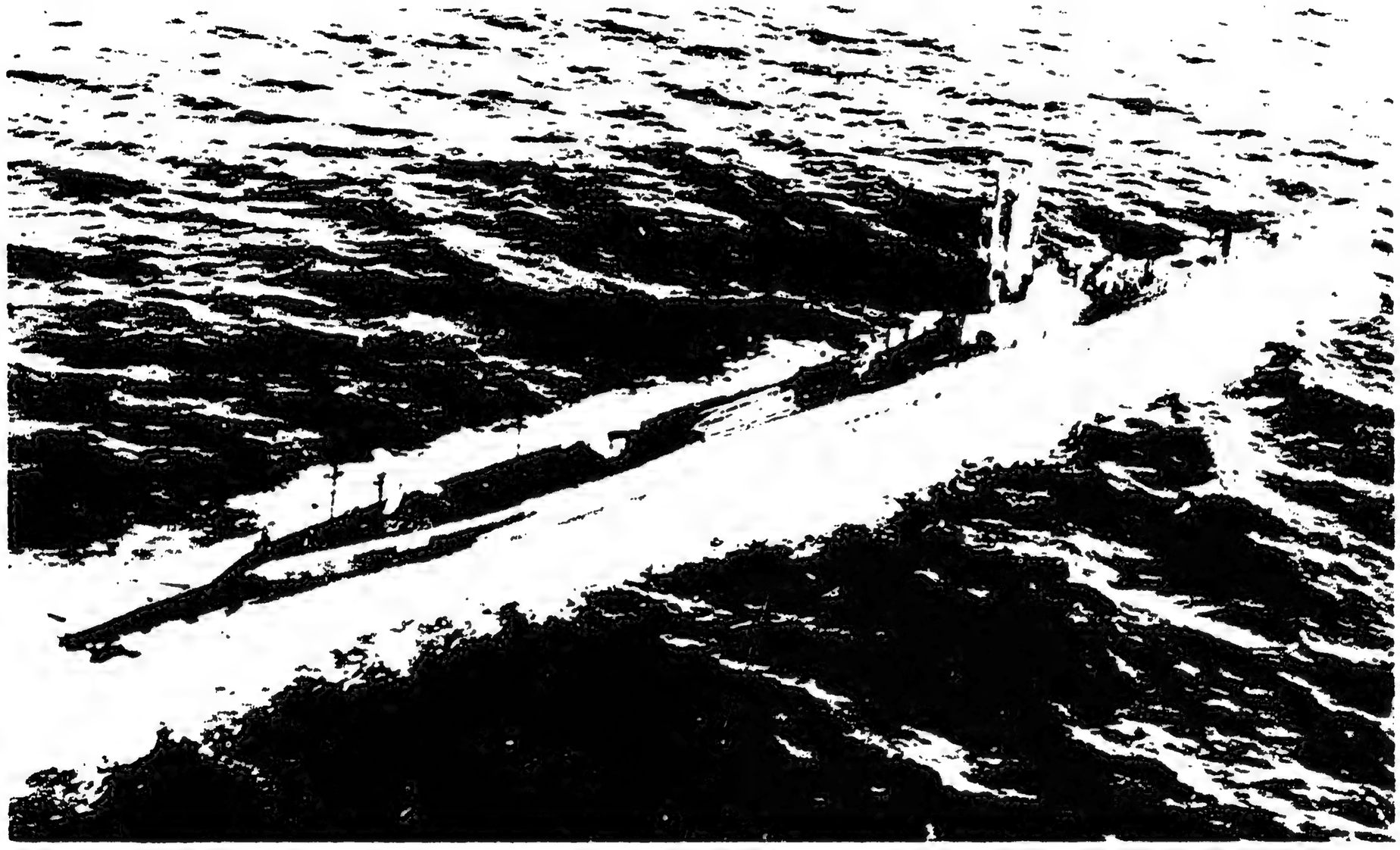
SSR 312—BURRFISH. 1950



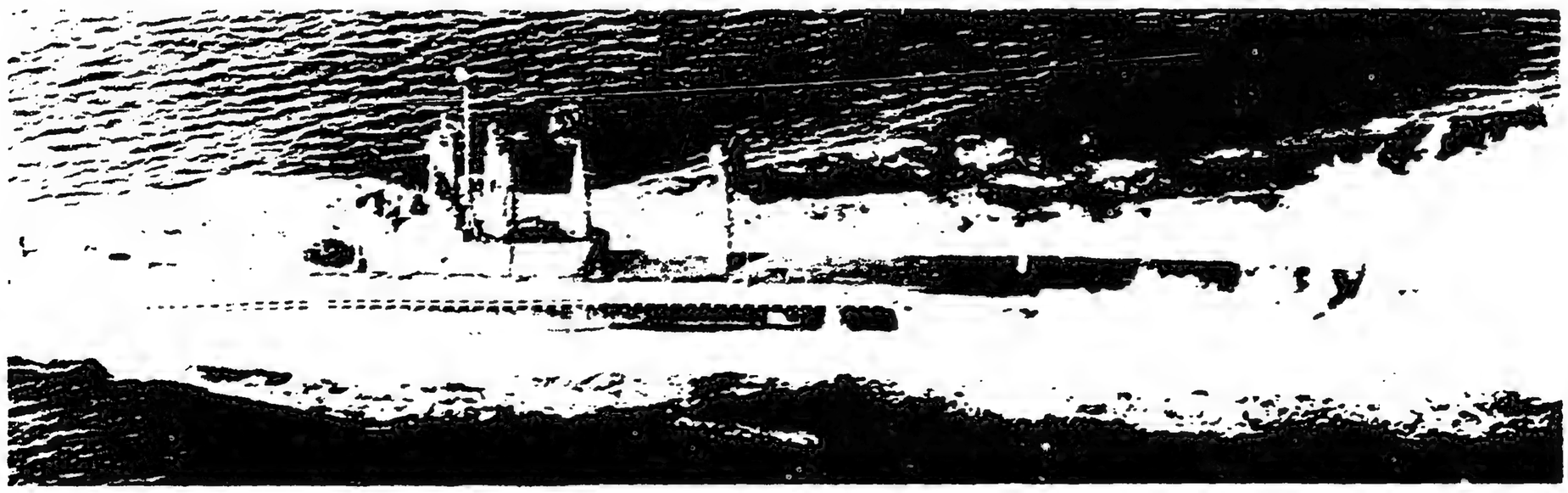
SSR 481—REQUIN. 1951



SSR 271—RAY. 1952

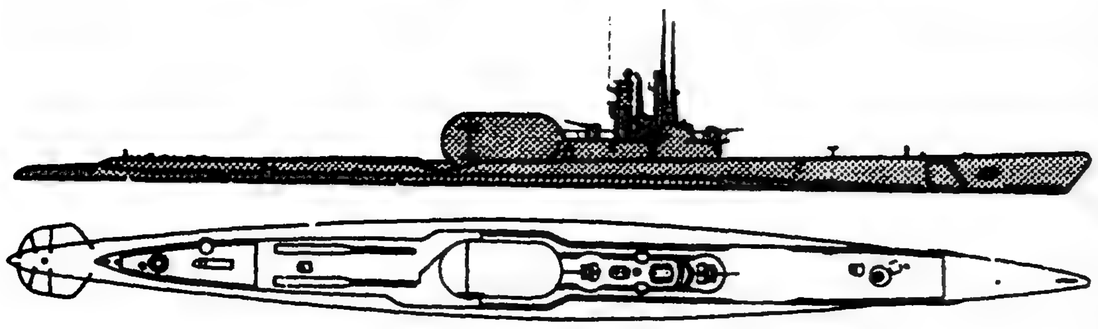


SSR 489—SPINAX. 1949

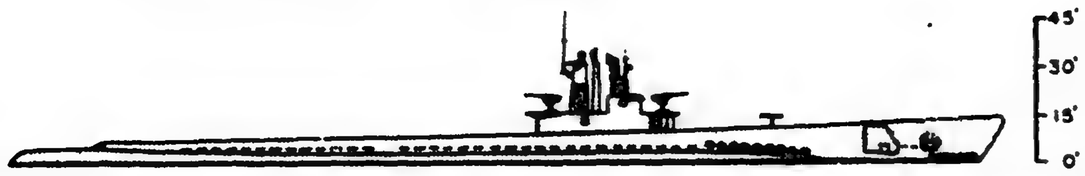


SSR 419—TIGRONE. 1949

U.S.—ASSP Class, and SSA BARBERO



ASSP 313—PERCH (Transport).



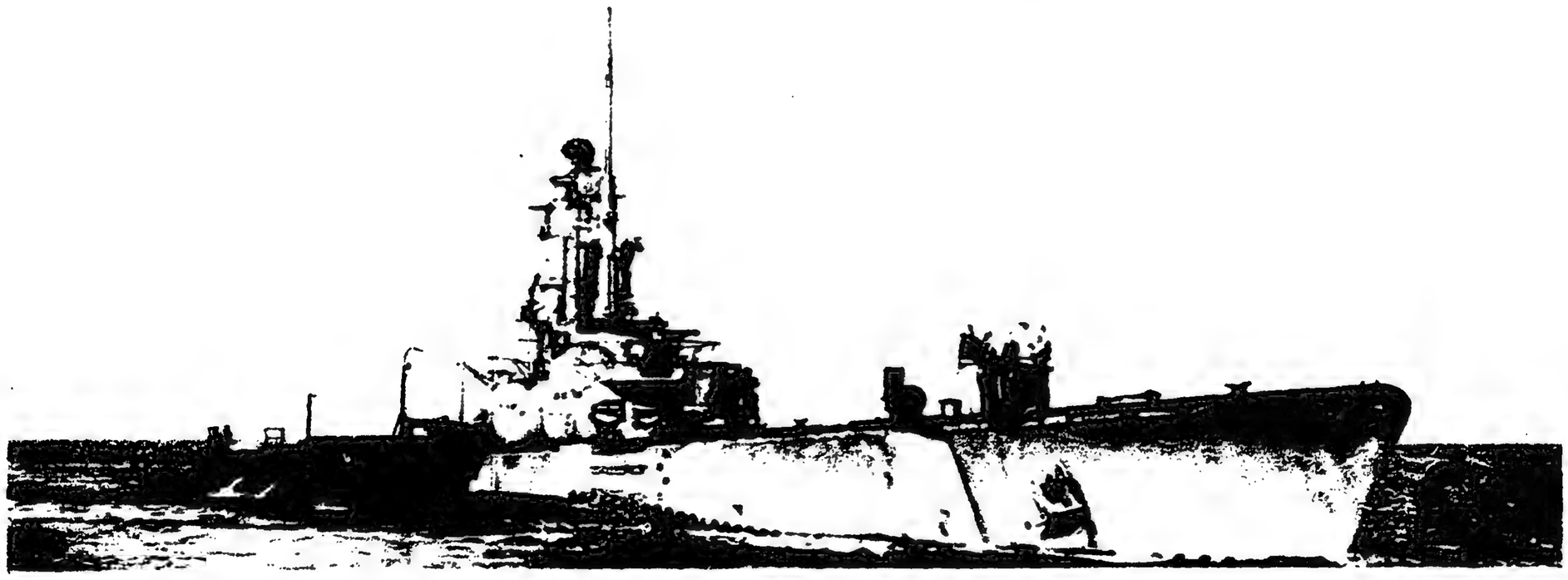
SSA 317—BARBERO (Cargo).



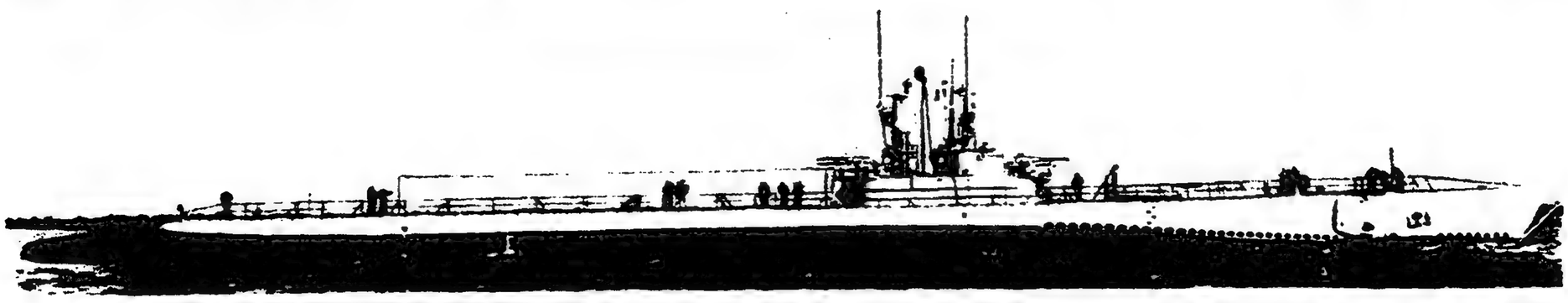
ASSP 313—PERCH (Transport). 1950

These submarines are converted "Fleet" Type submarines. BARBERO is designated as "Amphibious Vessel, Submarine Cargo," (SSA). Her conversion was internal only and did not change her external appearance. Thus, for recognition purposes, BARBERO is a "Fleet" Type submarine. SEA LION and PERCH have been converted and designated as "Amphibious Vessels, Submarine Transport," (ASSP). PERCH is easily identified by the large cylindrical tank located on the outer hull aft of the fairwater. This tank is a watertight storage space for the stowage of amphibious landing equipment and is larger than the tank on the SSG submarine. SEA LION no longer carries this tank, and therefore her appearance is the same as other "Fleet" Type boats.

DISPL.—1,525 tons
LENGTH—312′; BEAM—27′; DRAFT—15′
ARMAMENT—2 40 mm AA; (6 21″ TT on SSA only)
SPEED—20–21 knots (surface), 8 knots (submerged); COMPLETED—1944

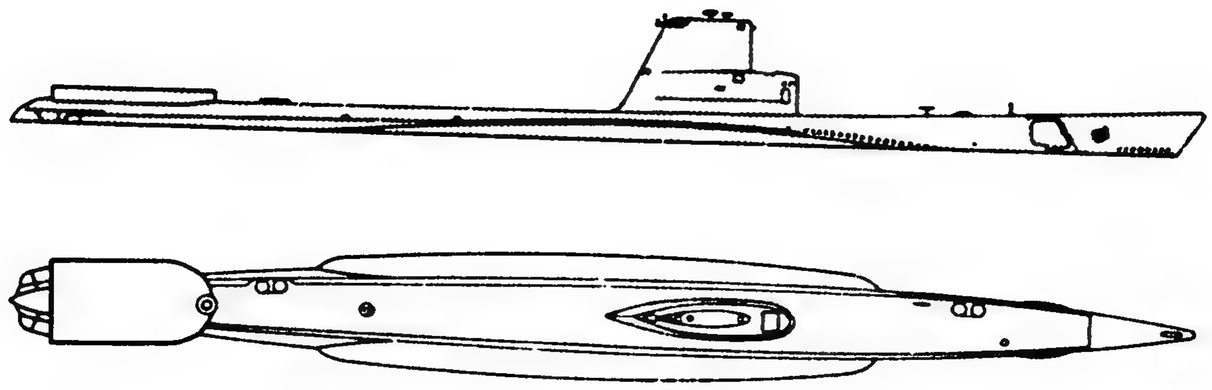


ASSP 315—SEA LION (Transport). 1953



SSA 317—BARBERO (Cargo). 1948

U.S.—AGSS GUAVINA

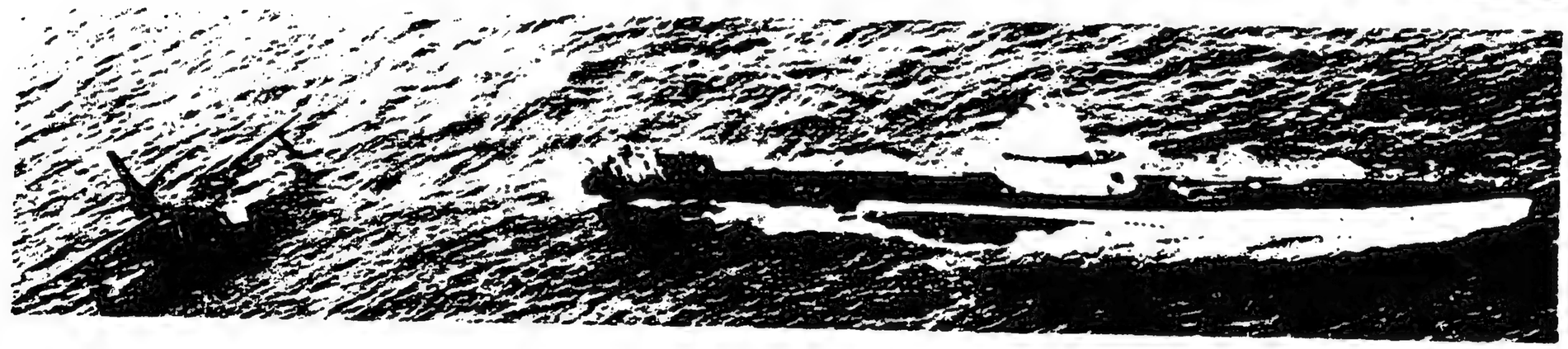


Prior to her conversion to an AGSS, GUAVINA was a "Fleet" Type submarine. This conversion fitted her with exterior tanks for bulk liquids (note beam), and a permanent platform on the after top section of the outer hull for use during replenishment operations. For recognition purposes, note that GUAVINA has a pointed or raked bow, streamlined fairwater. and the above-mentioned stern platform. The pictures on this page show GUAVINA in use as a submarine-oiler conducting refueling exercises with seaplanes. These exercises have been conducted both in the open sea from a moving submarine and also in semi-sheltered areas.

DISPL.—1,750 tons (2,730 tons full load)
LENGTH—315′; BEAM—37′; DRAFT—17′
ARMAMENT—
SPEED—16 knots (surface), 8 knots (submerged); COMPLETED—1943

AGSS 362—GUAVINA. 1955



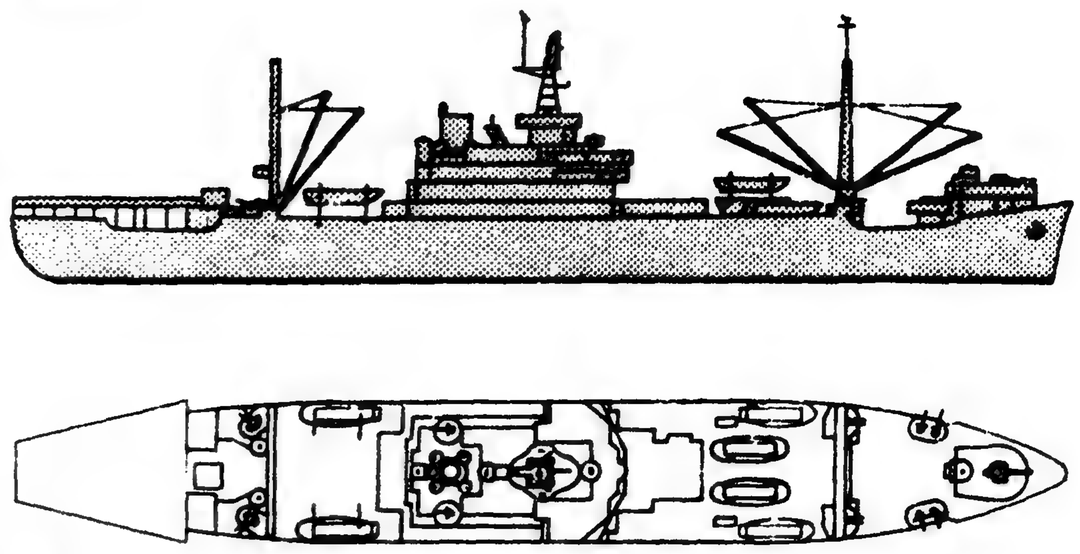




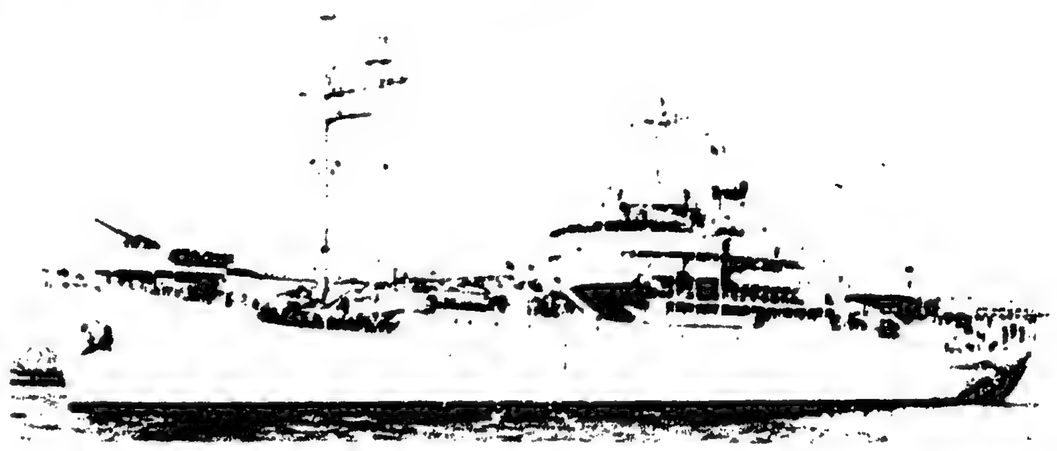
U.S.—AGC MOUNT OLYMPUS Class

The AGC was designed as an amphibious force flagship. Elaborate communication and electronic equipment have been installed to enable these ships to act as command ships during amphibious operations. The AGC can be identified by a high freeboard and superstructure amidships, a large trellis mast and short upright stack on this superstructure, numerous antenna topside, and either king-posts, forward and aft or a king-post forward and single mast aft. Most units of this class have had the after single 5″/38 gun removed and a heliocopter landing platform installed. (See picture of ELDORADO.)

DISPL.—7,240–7,710 tons
LENGTH—459′; BEAM—63′; DRAFT—24′–25′
ARMAMENT—1 5″/38 DP; 4 40 mm AA (twin)
SPEED—16 knots; COMPLETED—1943–46

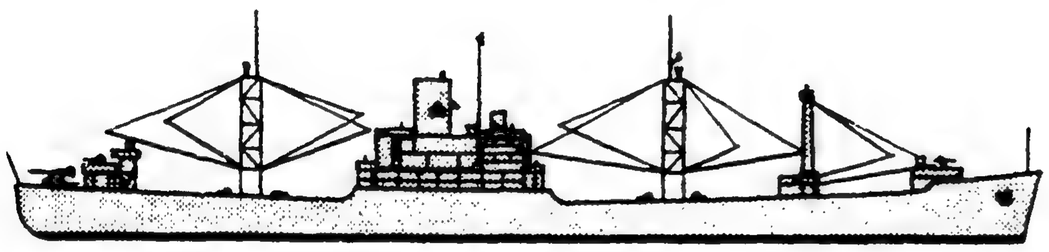


MOUNT OLYMPUS Class.



AGC 11—ELDORADO. 1952

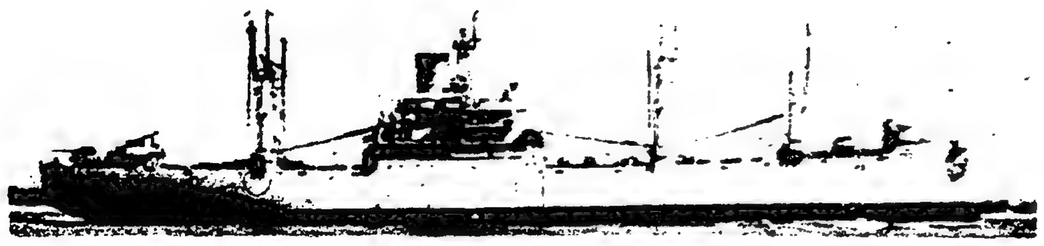
U.S.—AKA ANDROMEDA and LIBRA Classes



AKA 15—ANDROMEDA.



AKA 15—ANDROMEDA. 1953

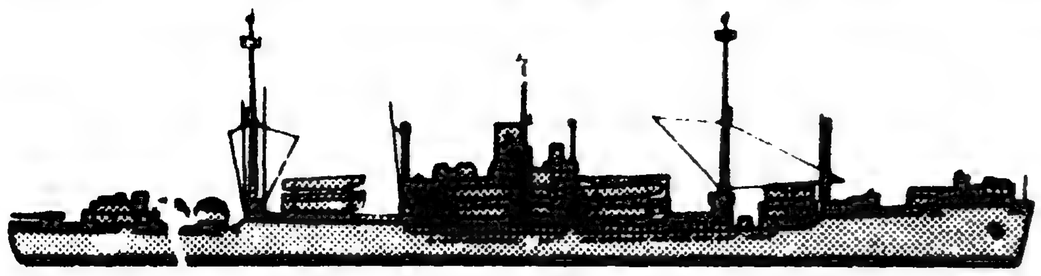


AKA 12—LIBRA. 1952

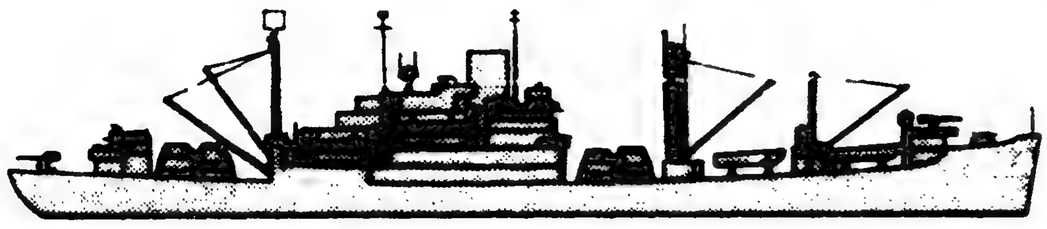
There are approximately nine AKA classes. The two most distinctive and most commonly seen classes are shown here. Appearance variations between these two classes can be noted in king-post, foremast, mainmast, and aftermast appearance. These two classes have 40 mm AA guns, but some other classes have, instead, 3″/50 AA guns. In general an AKA can be recognized by a long forecastle with raised bow, a block superstructure, and prominent masts equipped with cargo handling booms which are well separated from the superstructure. The addition of boats carried topside for use in amphibious assaults gives the deckline a cluttered appearance.

DISPL.—7,400 tons light (8,210 LIBRA Class)
LENGTH—459′; BEAM—63′; DRAFT—26′–28′
ARMAMENT—1 5″/38 DP; 4 40 mm AA (twin)
SPEED—17 knots; COMPLETED—1941–45

U.S.—APA HASKELL and BAYFIELD Classes



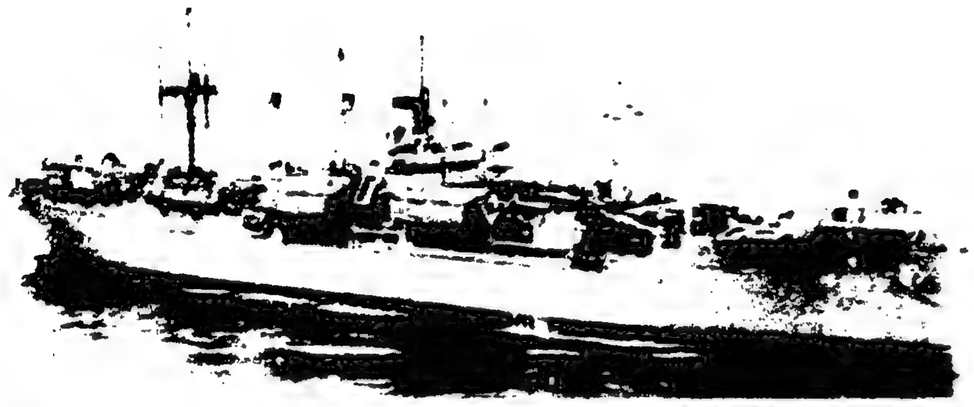
HASKELL Class.



BAYFIELD Class.

Although there are several APA classes only the two most common are shown here. Of these, the HASKELL Class is by far the most prevalent. The HASKELL Class has what is commonly called a "Victory Hull", and is somewhat smaller in size than the BAYFIELD Class. In general, an APA can be recognized by a high forecastle, a block superstructure amidships containing stack and pole mast(s), one or more pole masts fore and aft equipped with cargo booms, and boats secured topside which give the main deck a cluttered appearance. (BAYFIELD Class data are given in parenthesis below.)

DISPL.—7,200 tons light (9,000 tons)
LENGTH—455′ (492′); BEAM 62′ (70′); DRAFT—24′ (27′)
ARMAMENT—1 5″/38 DP; 1 40 mm AA (quad) 4 40 mm AA (twin); (2 5″ 38 DP; 4 40 mm AA (twin))
SPEED—18 knots (17 knots); COMPLETED—1944–45 (1942-43)

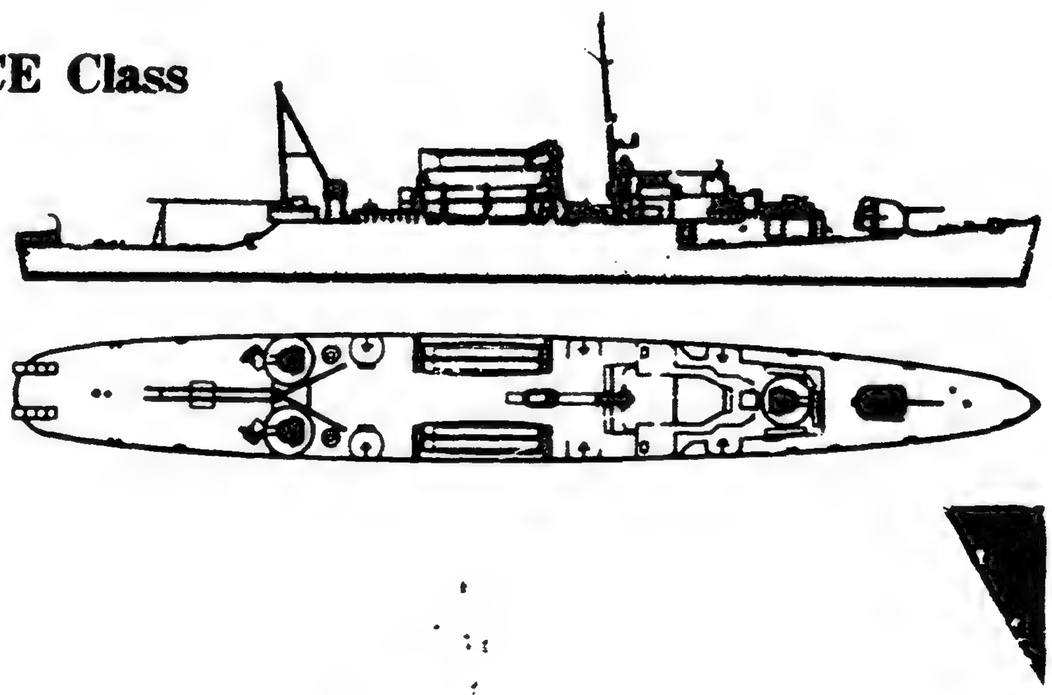


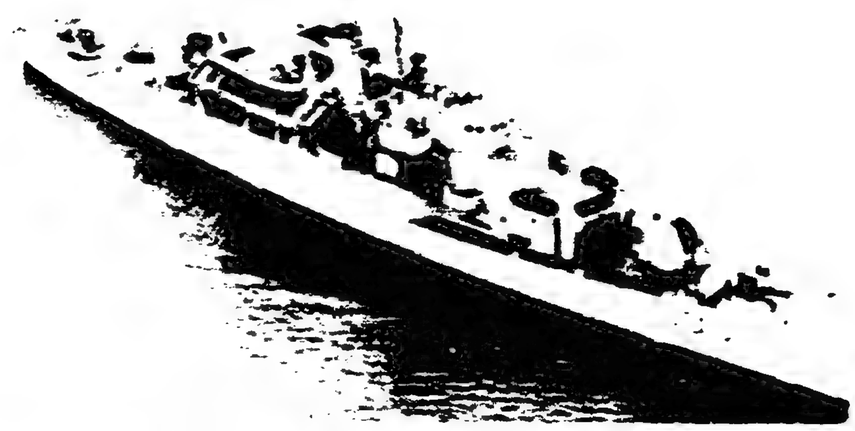
APA 222—PICKAWAY. 1950 (HASKELL Class)

U.S.—APD CHARLES LAWRENCE Class

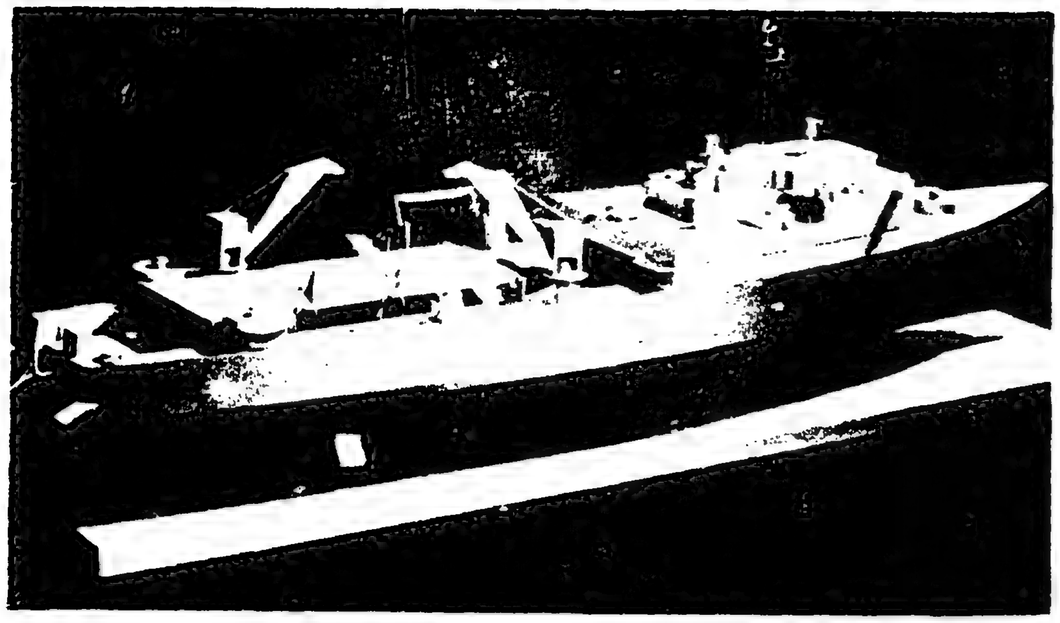
Converted from destroyer escort vessel hulls, the APD is designed to carry small units of combat troops and landing craft (LCVP). Since APD's are small and fast, they are well suited for such missions as transporting raiders and underwater demolition teams. Ships of this class can be identified by the stubby DE bow with single 5″/38 DP gun house, a low bridge structure, a long raised deck amidships, a trellis or tripod mast aft housing cargo booms, and large boat davits amidships which partially obscure the stack.

DISPL.—1,400 tons
LENGTH—306′; BEAM—37′; DRAFT—13′
ARMAMENT—1 5″/38 DP; 4–8 40 mm AA
SPEED—24 knots; COMPLETED—1943–45





APD—136 CARPELLOTTI. 1952

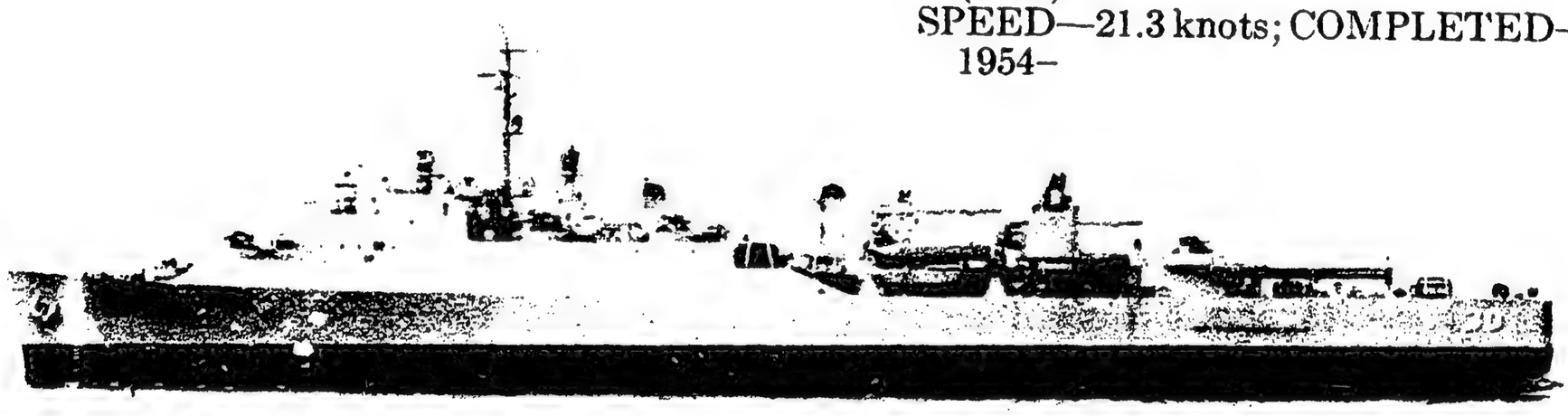


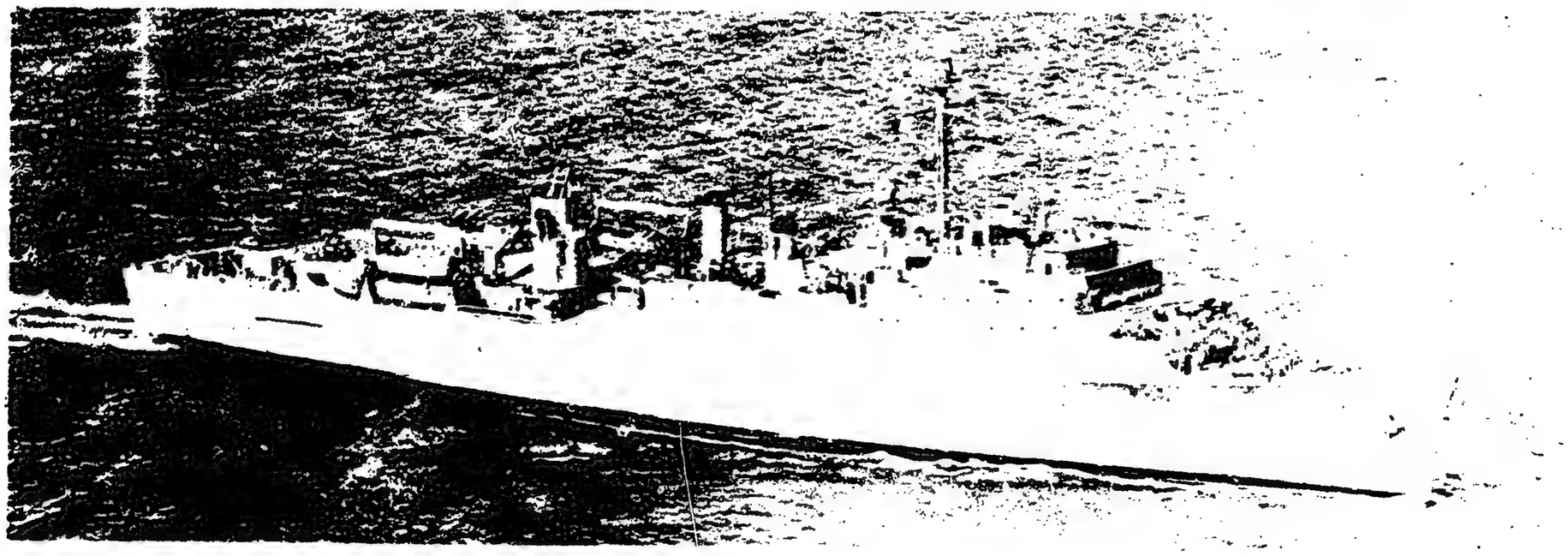
LSD 28 Class (Model).
(Note: Single 5″ gun not installed. See pictures below.)

The landing ship dock (LSD) was designed to transport and launch amphibious vehicles and landing craft such as LVT, LCVP, LCM, and LCU types. An LSD carries extensive repair facilities for these types, and can provide limited repairs for other vessels up to the size of the LSM. The LSD can be recognized by a high freeboard with raised deckline forward, a small block bridge structure, a single pole mast, two upright stacks (one on each side of the ship) and gantry cranes mounted on each side of the well-deck. When viewed from the air, the large well-deck, which occupies two-thirds of the after part of the vessel, provides an easy means of identification. The LSD 28 Class is newer, larger, and faster than the LSD 1 Class. Ships of the LSD 28 Class are fitted with a helicopter landing platform aft.

DISPL.—6,880 tons (light)
LENGTH—510′; BEAM—84′; DRAFT—19′
ARMAMENT—8 3″/50 mm AA (twin)
SPEED—21.3 knots; COMPLETED—1954–

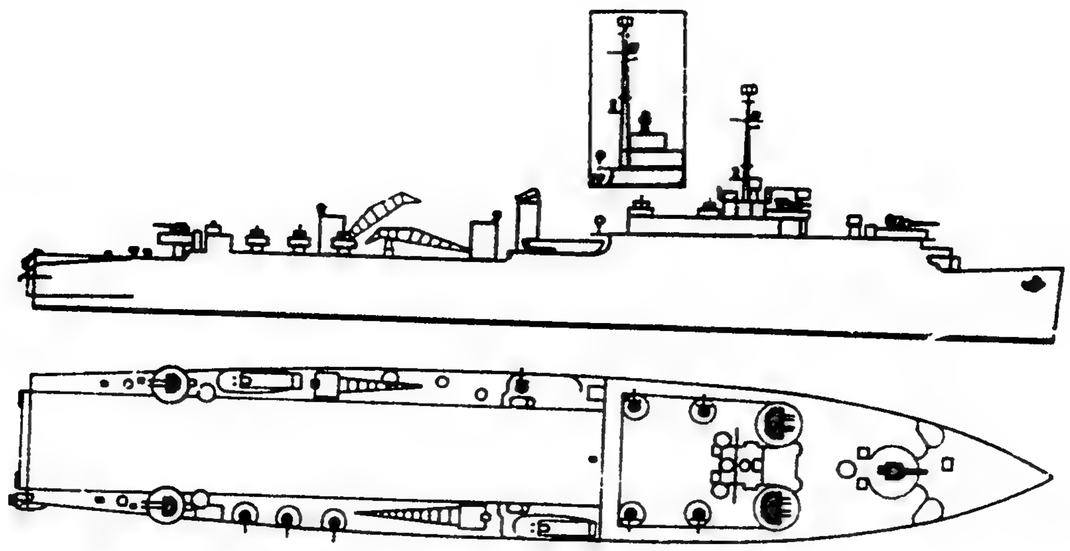
LSD 30—FORT SNELLING. 1955



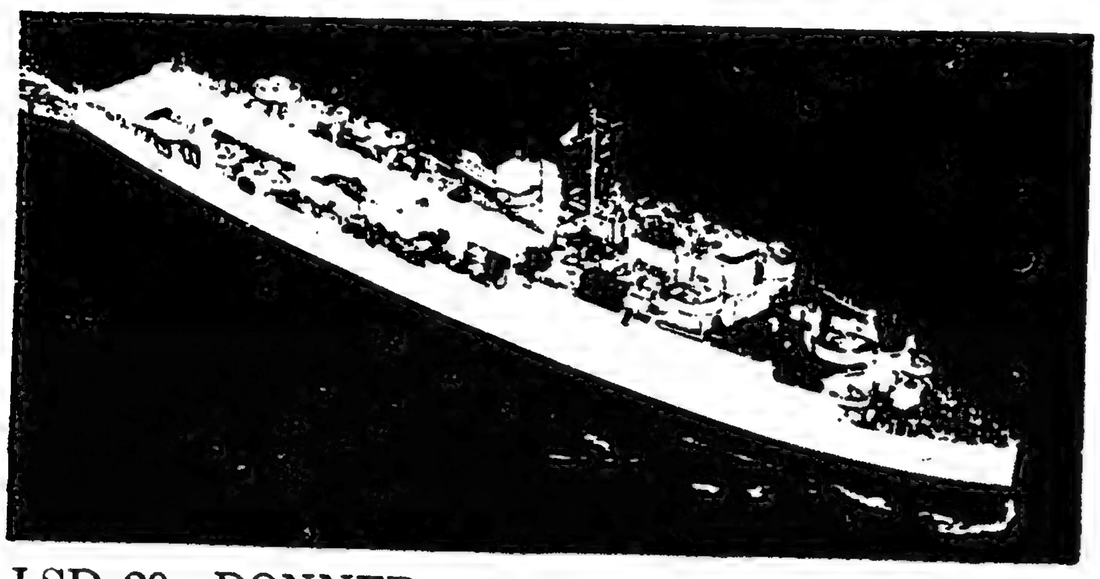


LSD 28—THOMASTON. 1954

LSD 1 Class

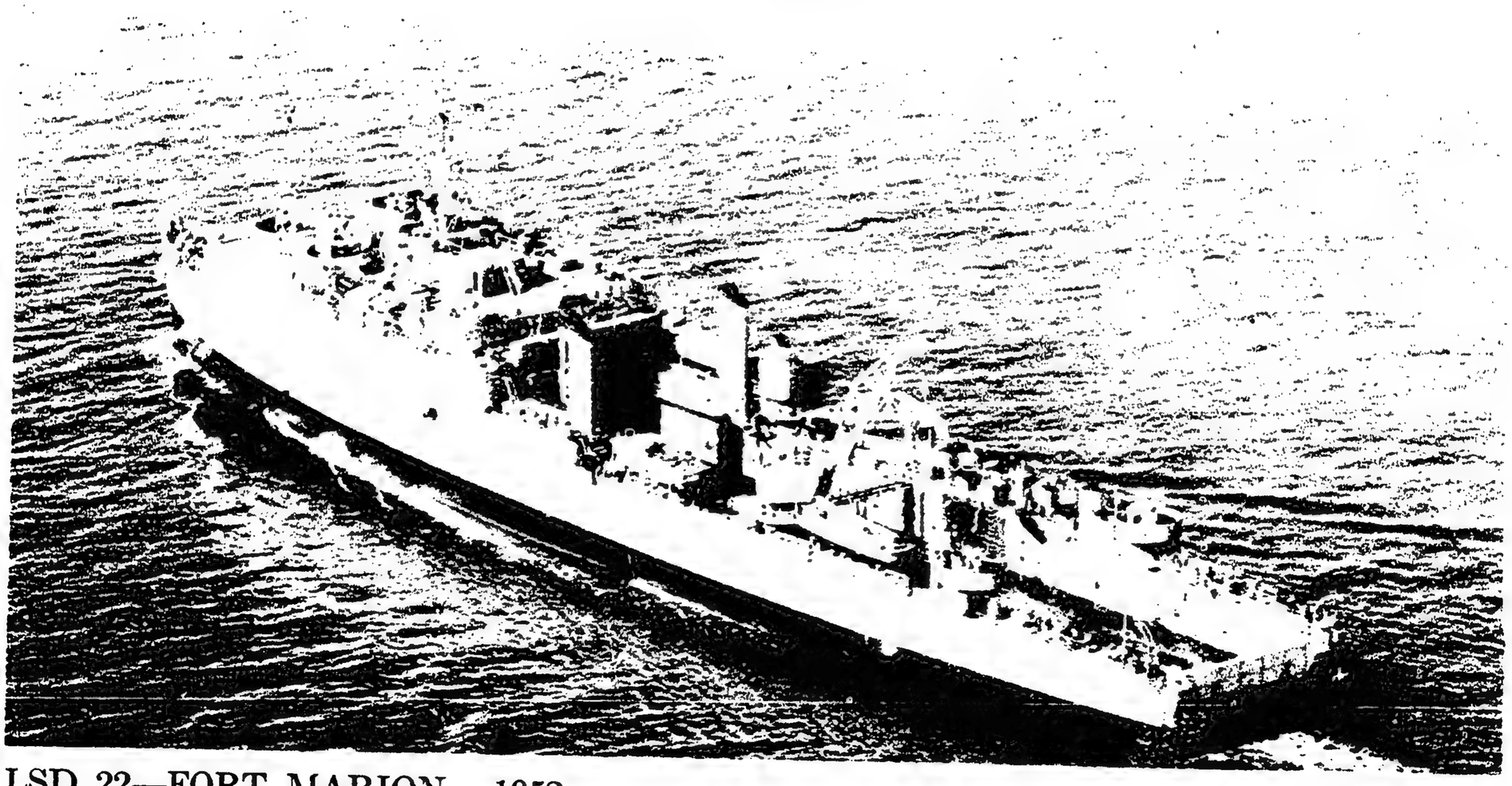


Insert shows variation in mast location. See pictures below.



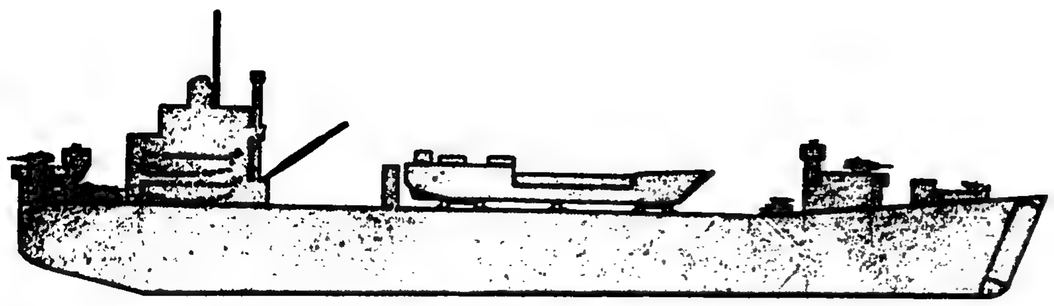
LSD 20—DONNER. 1952

DISPL.—4,790 tons (light)
LENGTH—458′; BEAM—72′; DRAFT—18′
ARMAMENT—1 5″/38 DP; 12 40 mm AA
SPEED—15 knots; COMPLETED—1943–46



LSD 22—FORT MARION. 1952

U.S.—LST 1156 Class



LST 1159. 1953



LST 1163. 1953

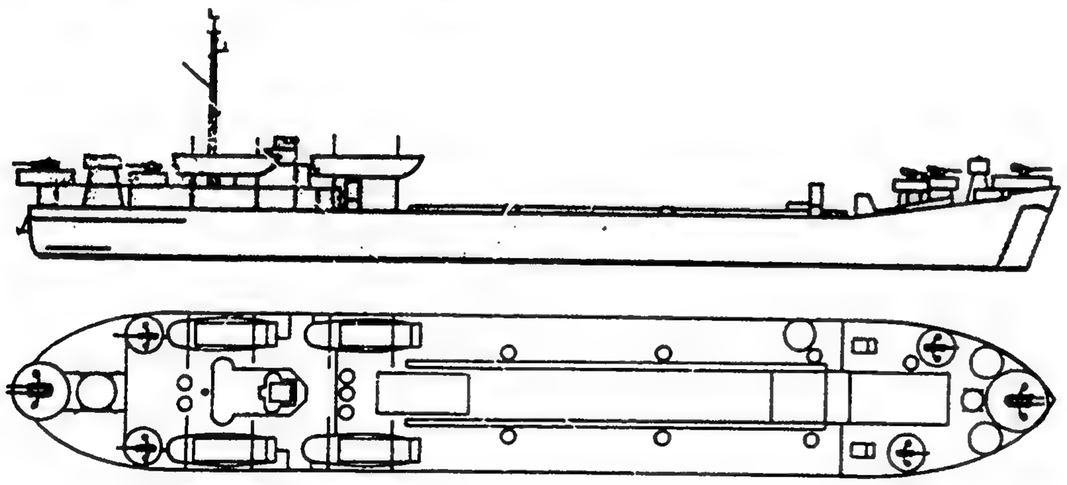
DISPL.—2439 tons (light)
LENGTH—384′; BEAM—55′ 6″;
DRAFT—10′ 8″
ARMAMENT—3 3″/50 mm AA;
6 20 mm AA
SPEED—13.5 knots; COMPLETED—
1954—

Note: LST 1156 class drawing includes underwater hull.

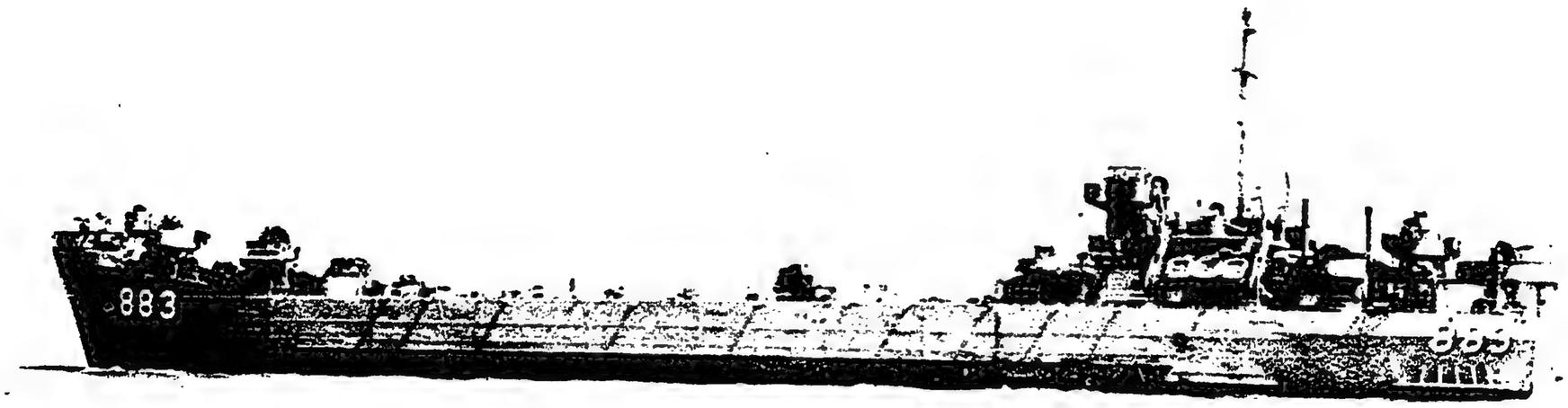
The landing ship tank (LST) was designed to allow the landing of tanks, trucks, men, and their equipment directly on assault beaches, without requiring the use of harbor facilities or without off-loading from an anchorage. In addition to fulfilling the duties for which she was designed, the LST has proved most versatile. Some have been converted to perform a variety of tasks such as flag ships, barracks ships, repair ships, and personnel or cargo carriers. Others have had a flight deck installed and are used as aircraft carriers for either piper cubs or helicopters. The LST can be easily recognized by the long bow with sheered raised forecastle, and flat deck amidships with superstructure grouped near the stern. Either a pole or trellis mast is located on this superstructure.

Note: Each LST is now named after a county.

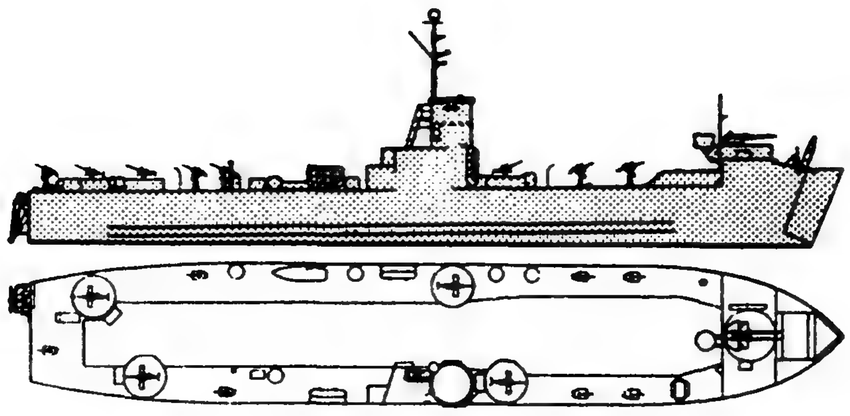
U.S.—LST 511 Class

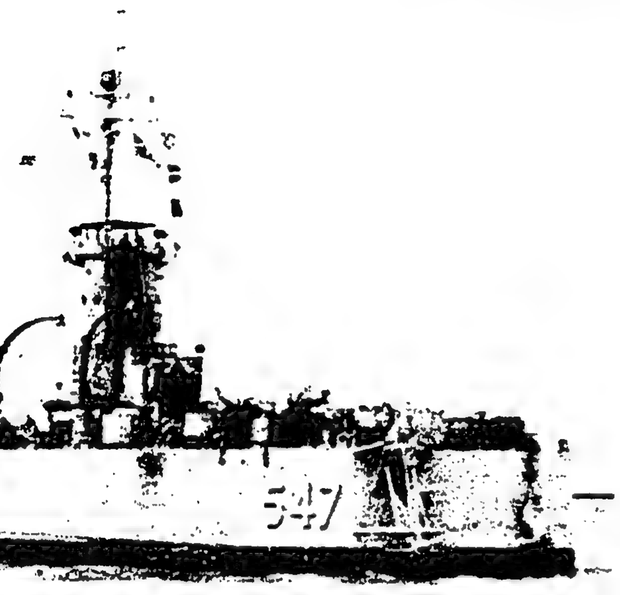


DISPL.—1,490 tons (light)
LENGTH—328′; BEAM—50′;
DRAFT—14′
ARMAMENT—6–10 40 mm AA
SPEED—11 knots; COMPLETED—
1943—1953

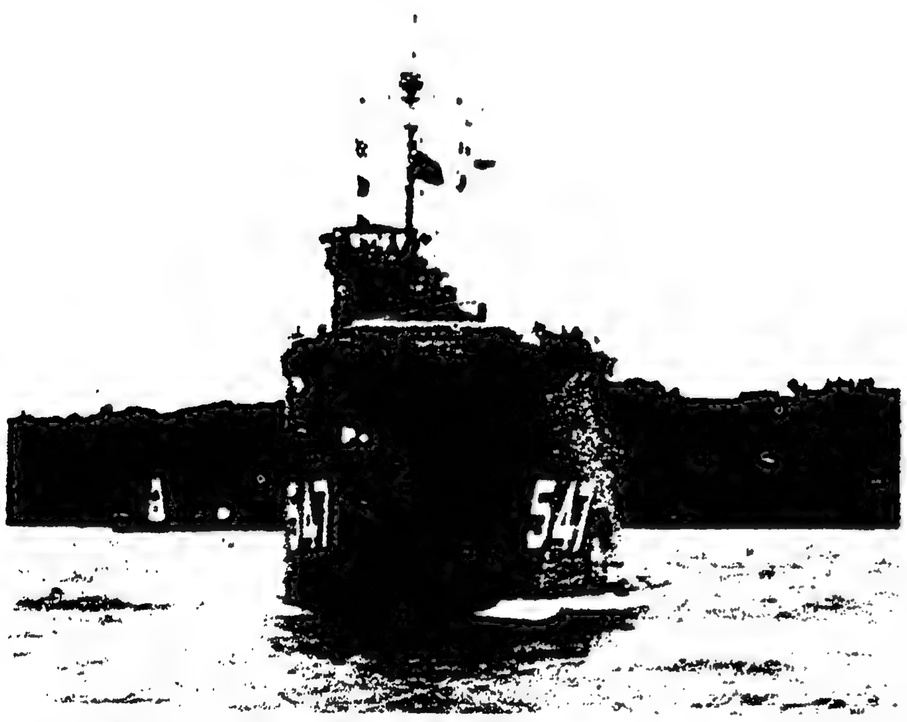


LST 883. 1953





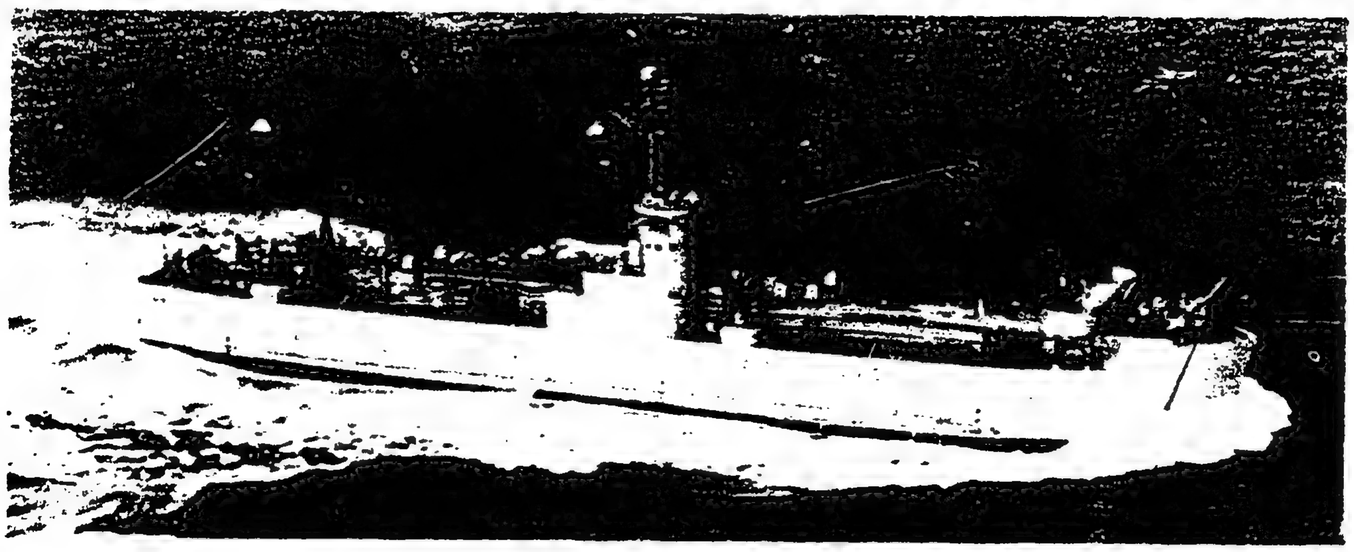
LSM 547. 1952



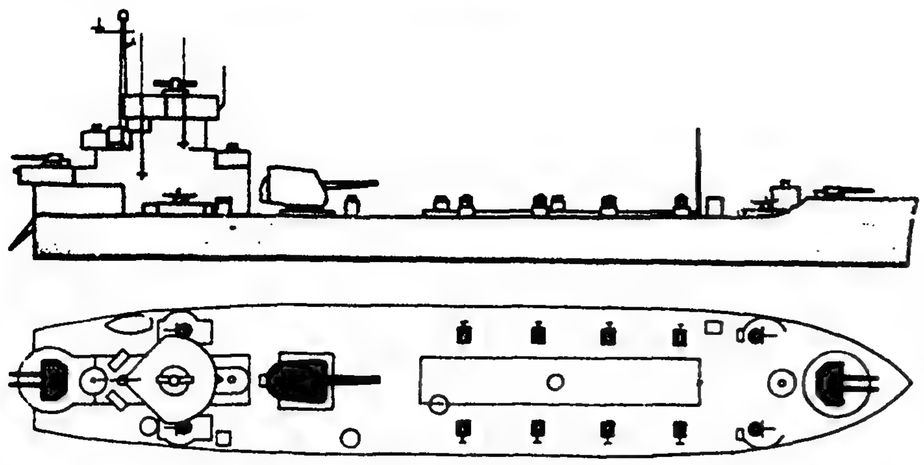
LSM 547. 1952

The landing ship medium (LSM) is designed to land a combat load on the beach and to supply the beach after the original landing. The LSM is an ocean-going vessel and has considerable endurance. This ship can be identified by her long straight deckline broken by a small cylindrical bridge structure amidships. A single pole mast extends from the after portion of this bridge structure. The gun tubs mounted on the bow serve to identify this class further.

DISPL.—520 tons (light)
LENGTH—203′ 6″; BEAM—34′ 6″; DRAFT—7′
ARMAMENT—2 40 mm AA; 4 20 mm AA
SPEED—13.2 knots; COMPLETED—1944–1945

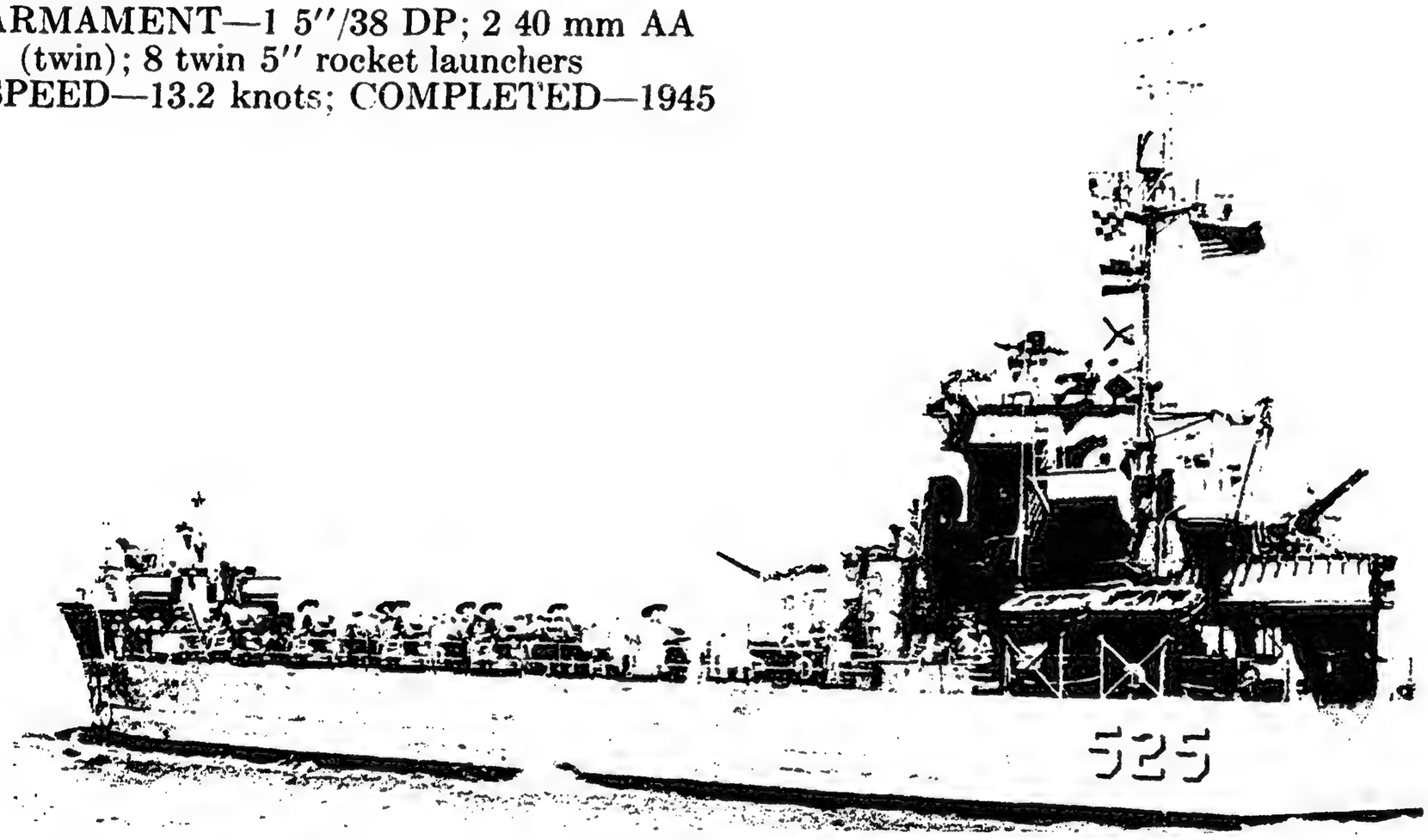


U.S.—"LSMR" Class

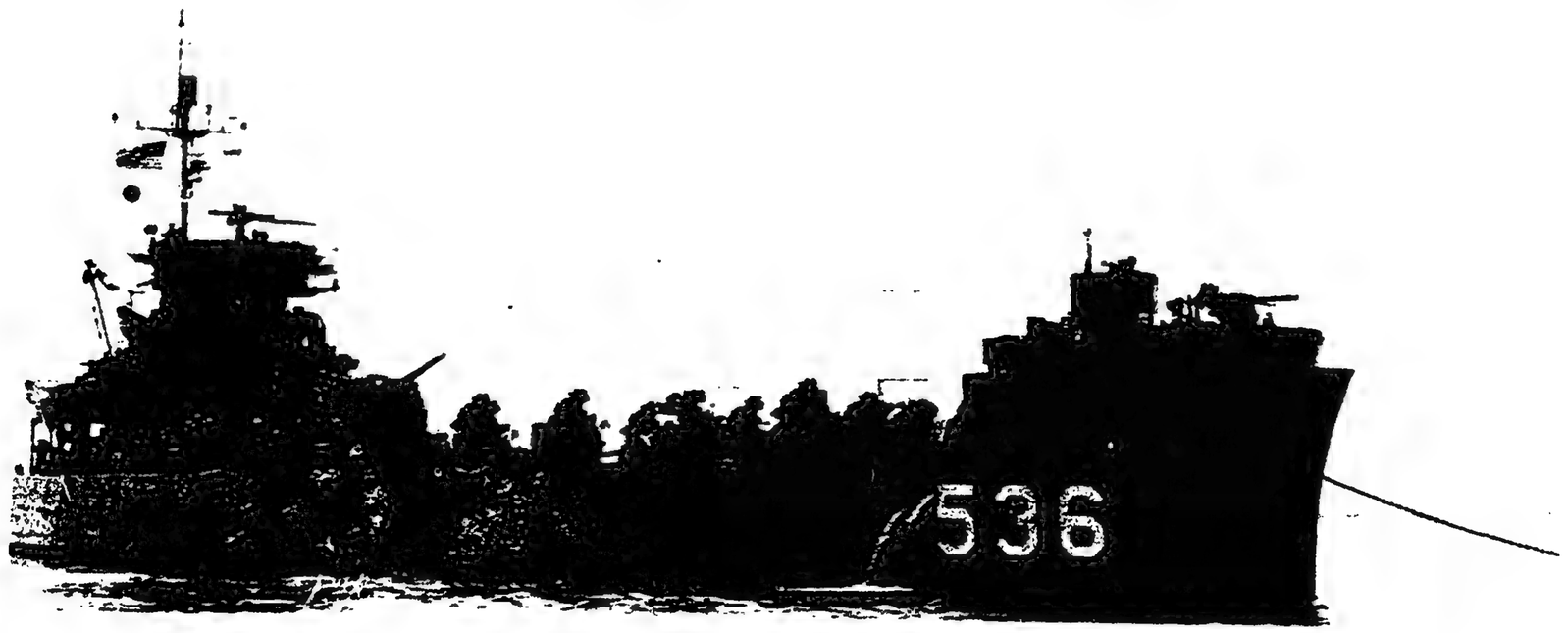


The landing ship medium rocket (LSMR) is a conversion from the standard LSM hull. The LSMR carries numerous automatic rocket launchers and other weapons used in the support of amphibious landings. The long straight deckline of the LSM has a cluttered appearance due to the numerous rocket launchers. The superstructure is high and block shaped and is located at the extreme stern of the vessel. A single 5″/38 DP gun mount is located immediately forward of the superstructure.

DISPL.—605 tons (light)
LENGTH—203′ 6″; BEAM—34′ 6″;
DRAFT—7′
ARMAMENT—1 5″/38 DP; 2 40 mm AA (twin); 8 twin 5″ rocket launchers
SPEED—13.2 knots; COMPLETED—1945



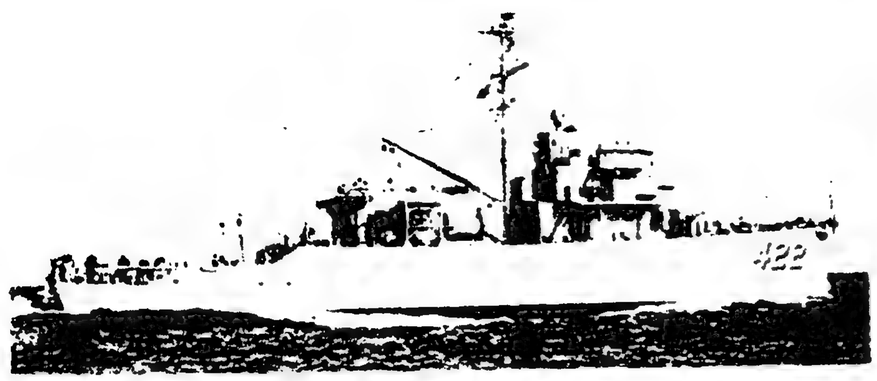
LSMR 525. 1952

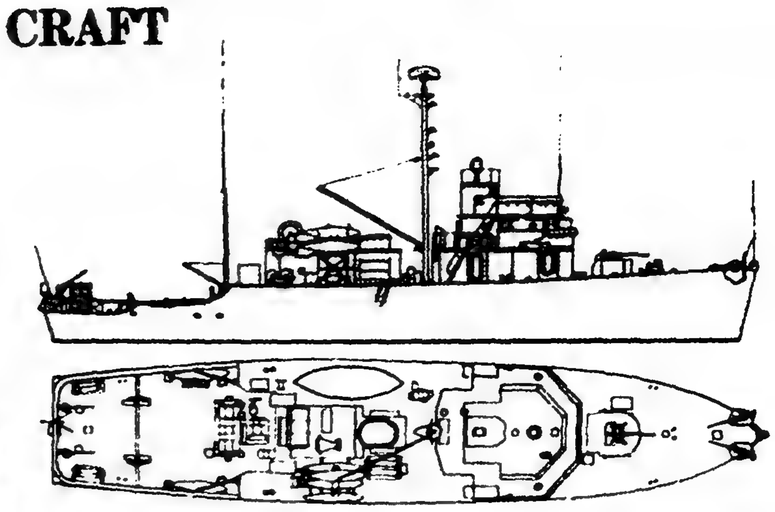


LSMR 536. 1952

MINE CRAFT

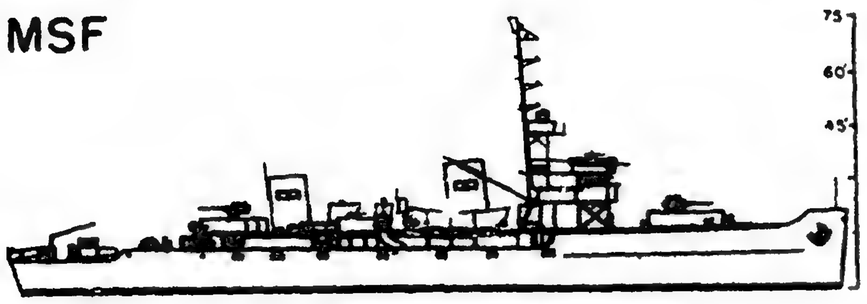
MSO





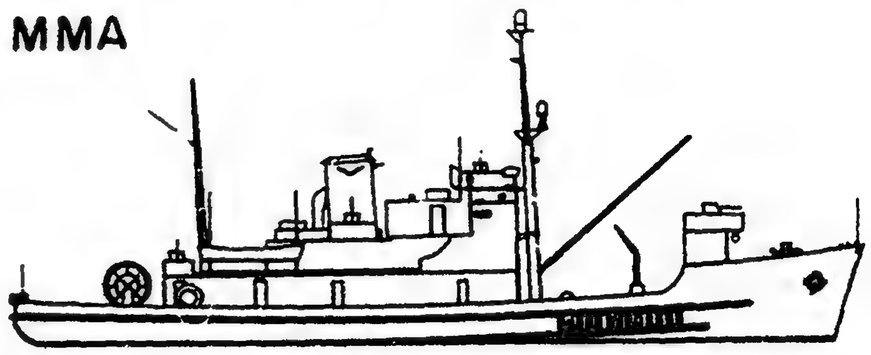
MSO 421 Class 171'oa

MSF



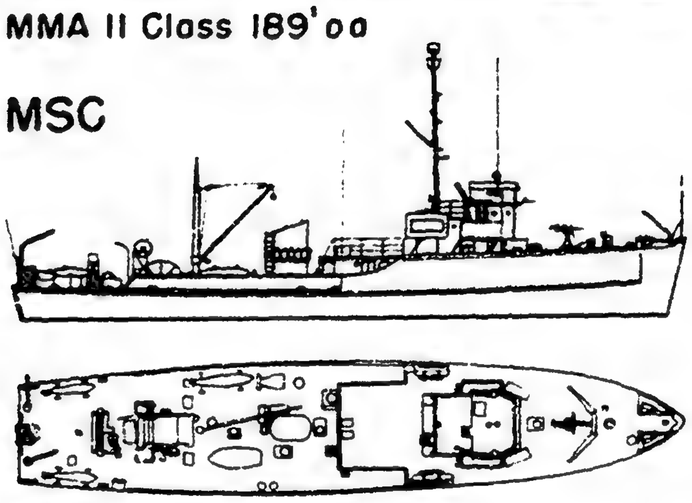
RAVEN Class 221'oa

MMA

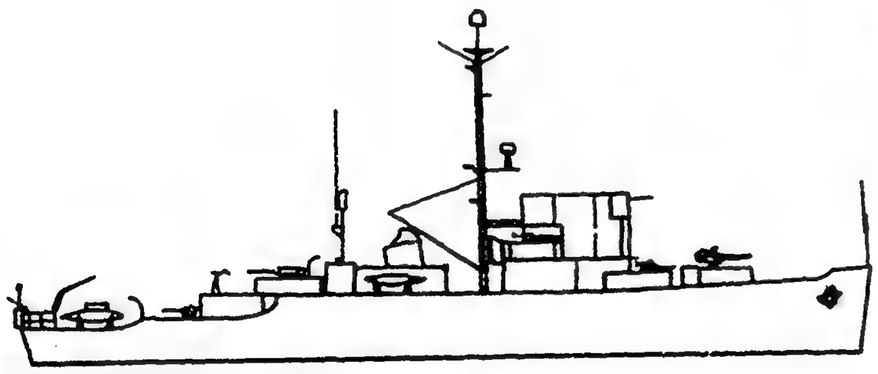


MMA II Class 189'oa

MSC

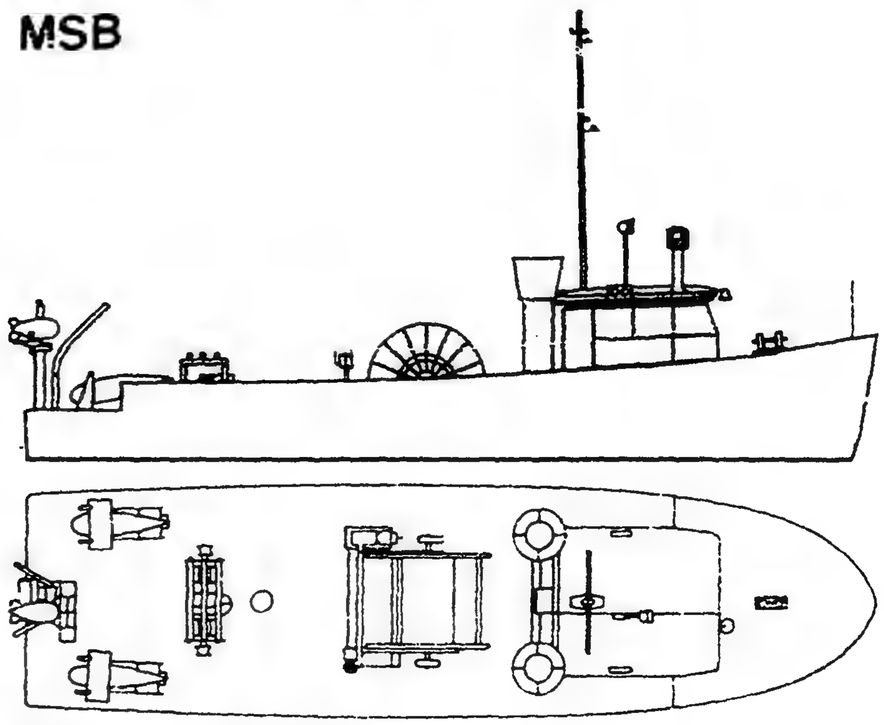


MSC 121 Class 144'oa



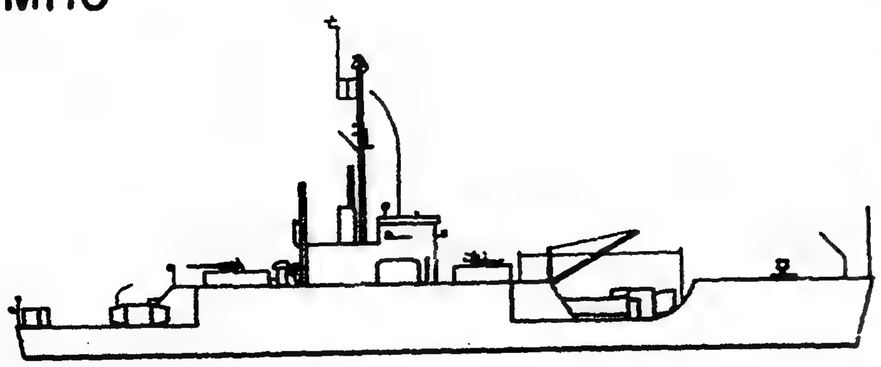
ADMIRABLE Class 185'oa

MSB



MSB 5 Class 57'oa

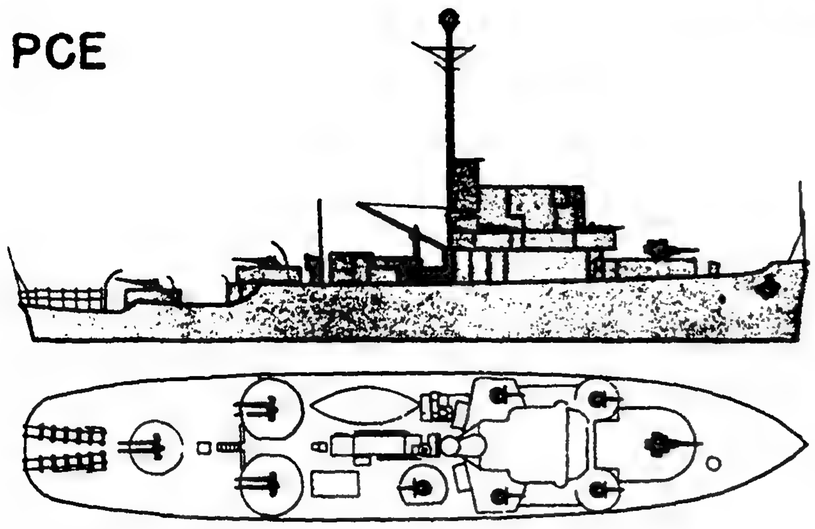
MHC



MHC 15 Class 159'oa

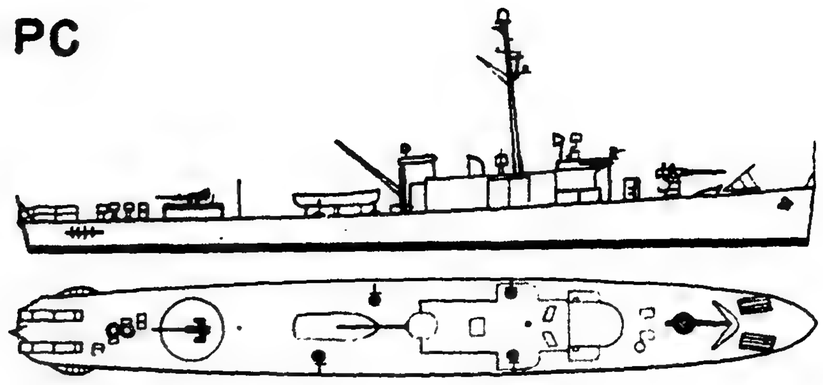
PATROL VESSELS

PCE



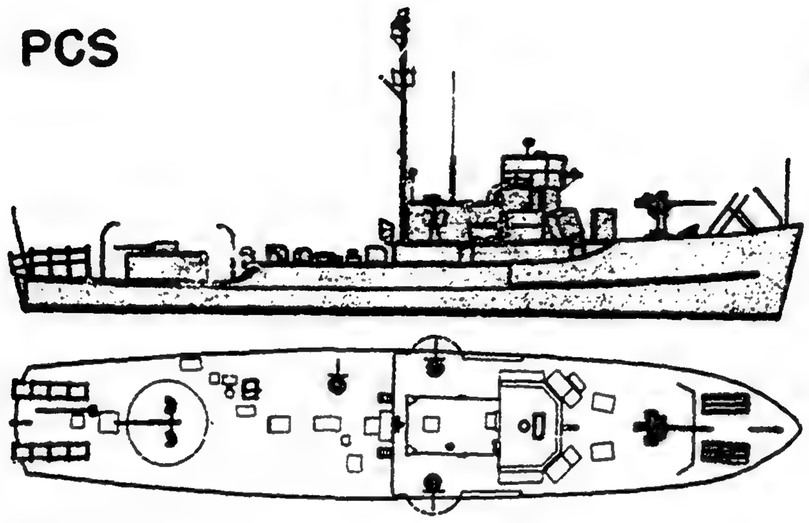
"184'" Class

PC



"173'" Class

PCS

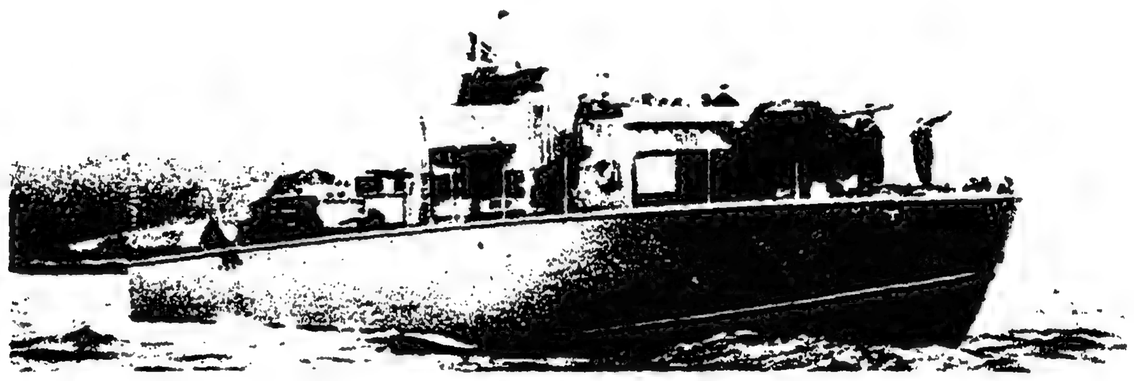


"136'" Class

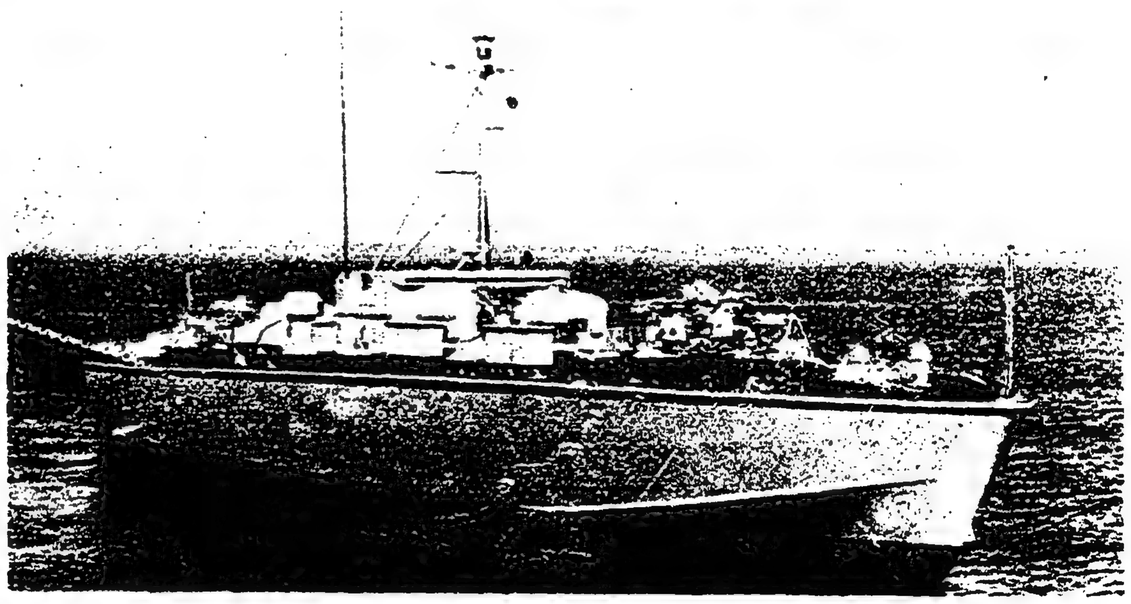
Note: There are three variations of "136'" Class PCS: the type shown at the left without a stack, the type with one stack, and the type with two stacks. Those types containing stack(s) have them located aft of the mast and bridge superstructure.

PT 809—812 Class

PT 810. 1950



PT 809. 1951



Note: PT 809, 810, 811, and 812 are all somewhat different in appearance.

MINE CRAFT

MSO 421 Class
DISPL.—665 tons
LENGTH—171′; BEAM—35′; DRAFT—11′
ARMAMENT—
SPEED—15 knots; COMPLETED—1952–

MHC 15 Class
DISPL.—210 tons
LENGTH—159′; BEAM—24′; DRAFT—6′
ARMAMENT—0–1 40 mm AA
SPEED—14 knots; COMPLETED—1943–44

MSF RAVEN Class
DISPL.—890 tons
LENGTH—221′; BEAM—32′; DRAFT—11′
ARMAMENT—1 3″/50 DP; 2 or 4 40 mm AA
SPEED—18 knots; COMPLETED—1941–1945

MMA 11 Class
DISPL.—910 tons
LENGTH—189′; BEAM—37′; DRAFT—12′ 6″
ARMAMENT—1 40 mm AA
SPEED—12.5 knots; COMPLETED—1949–

MSF ADMIRABLE Class
DISPL.—705 tons
LENGTH—185′; BEAM—33′; DRAFT—10′
ARMAMENT—1 3″ 50 DP; 2 40 mm AA
SPEED—15 knots; COMPLETED—1942–44

MSC 121 Class
DISPL.—310–335 tons
LENGTH—144′; BEAM—27′; DRAFT—8′
ARMAMENT—
SPEED—13 knots; COMPLETED—1953

MSB 5 Class
DISPL.—30 tons
LENGTH—57′; BEAM—15′; DRAFT—5′
ARMAMENT—
SPEED—10 knots; COMPLETED—1953–

PATROL VESSELS

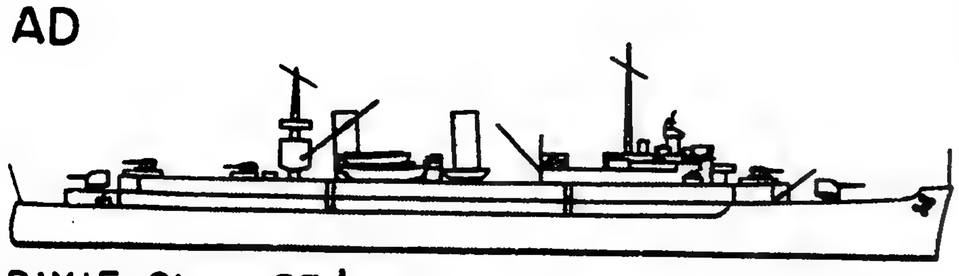
PCE "184′ " Class
DISPL.—600 tons
LENGTH—185′; BEAM—33′; DRAFT—9′
ARMAMENT—1 3″/50 DP; 6 40 mm AA
SPEED—15 knots; COMPLETED—1943–45

PC "173′ " Class
DISPL.—300 tons
LENGTH—174′; BEAM—23′; DRAFT—10′
ARMAMENT—1 3″/50 mm AA; 1 40 mm AA
SPEED—22 knots; COMPLETED—1942–45

PCS "136′ " Class
DISPL.—260 tons
LENGTH—136′; BEAM—25′; DRAFT—9′
ARMAMENT—0–1 3″/50 DP; 0–1 40 mm AA
SPEED—14 knots; COMPLETED—1943–45

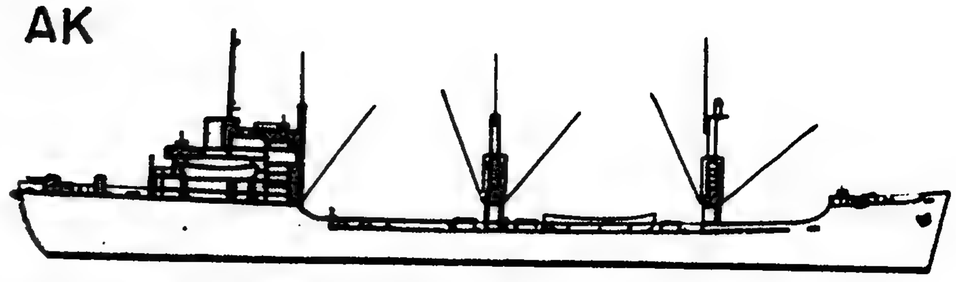
PT 809–812 Class
DISPL.—58 tons (light)
LENGTH—105′; BEAM—22′; DRAFT—6′
ARMAMENT—2 40 mm AA
SPEED—42 knots; COMPLETED—1951–52

AD



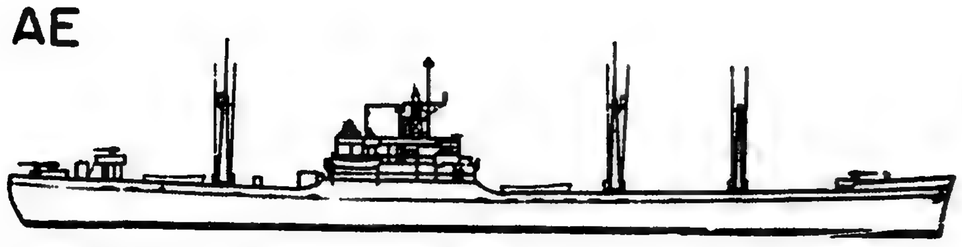
DIXIE Class 531'oa

AK



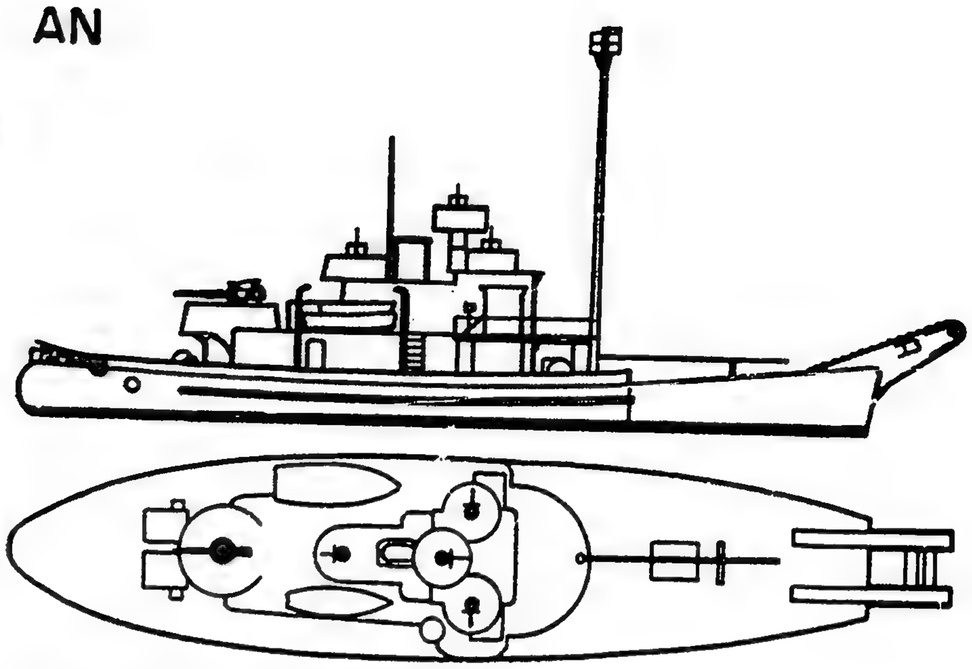
ALCONA Class 339'oa

AE



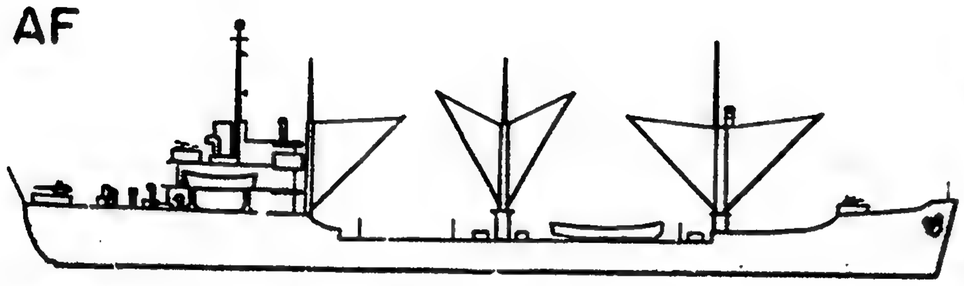
LASSEN Class 459'oa

AN

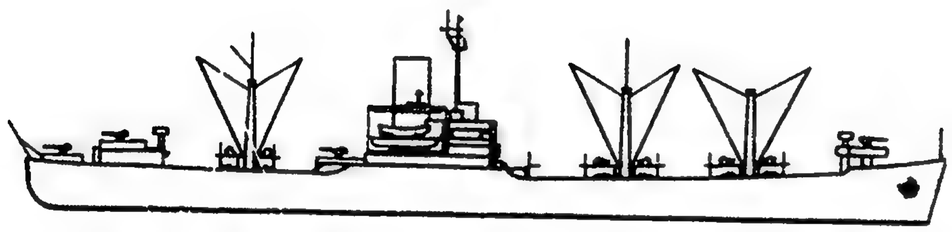


COHOES Class 166'oa

AF

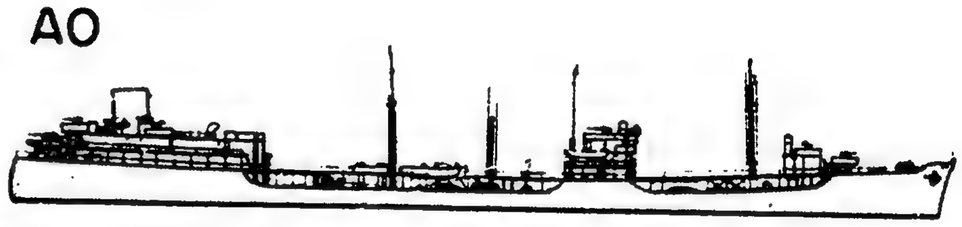


ADRIA Class 339'oa



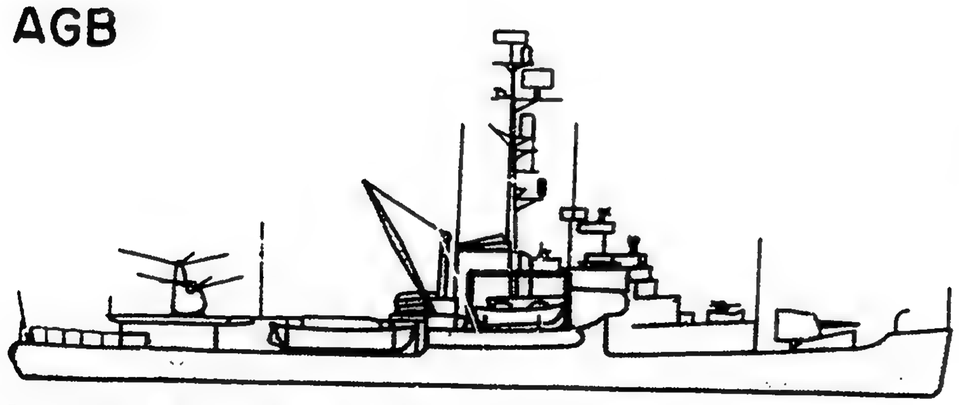
ALUDRA Class 459'oa

AO



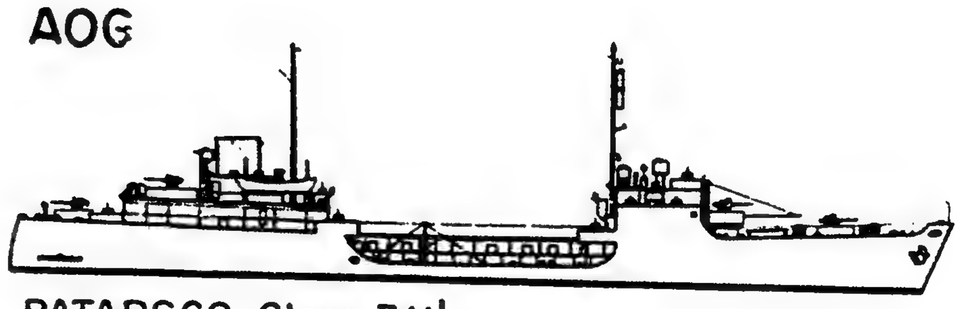
CIMARRON Class 553'oa

AGB



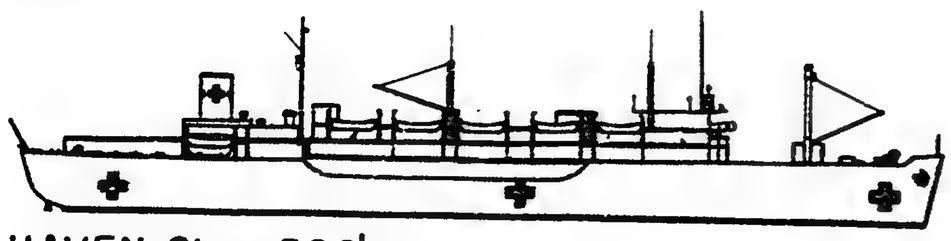
BURTON ISLAND Class 296'oa

AOG



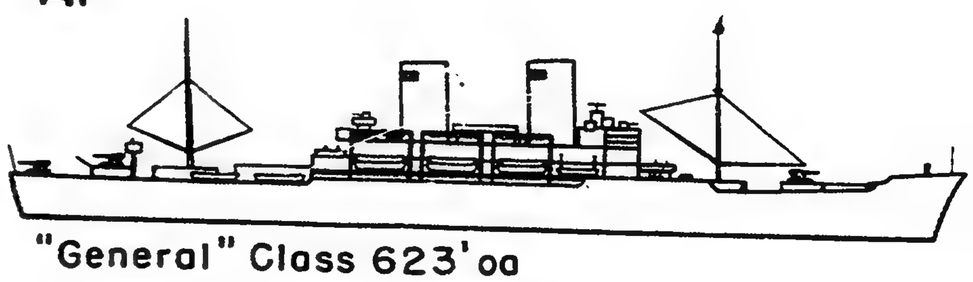
PATAPSCO Class 311'oa

AH



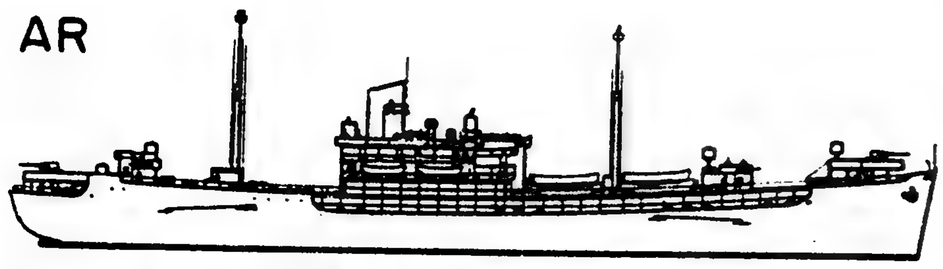
HAVEN Class 520'oa

AP



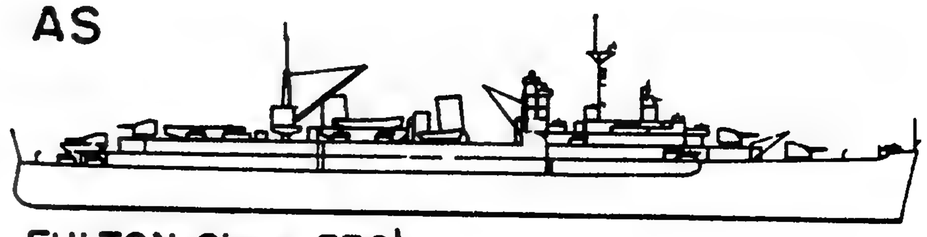
"General" Class 623'oa

AR



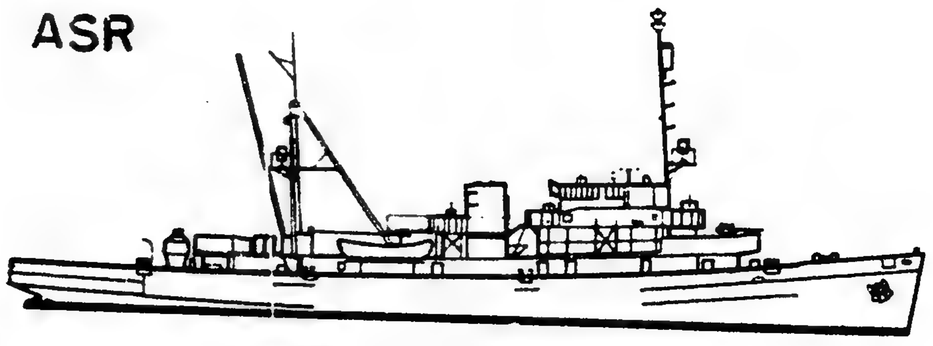
AMPHION Class 492' oa

AS

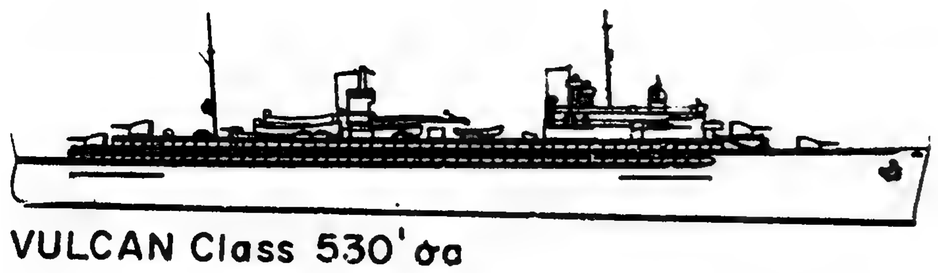


FULTON Class 530' oa

ASR

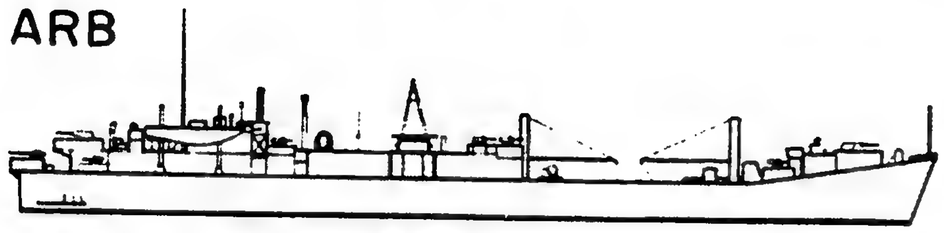


CHANTICLEER Class 251' oa



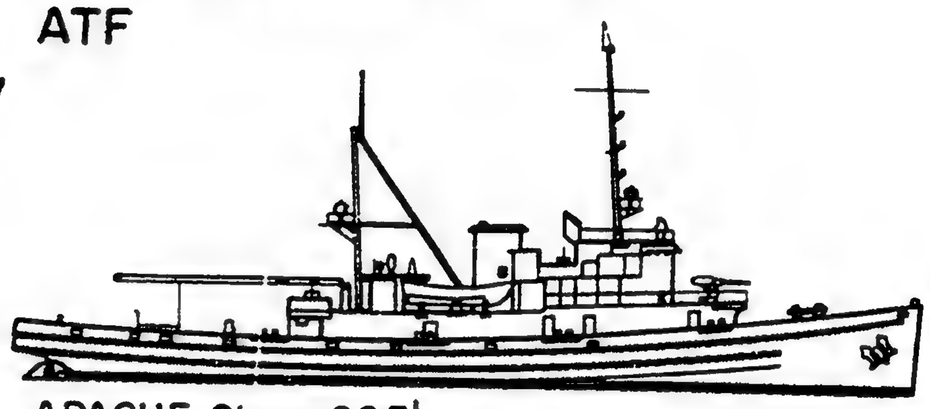
VULCAN Class 530' oa

ARB



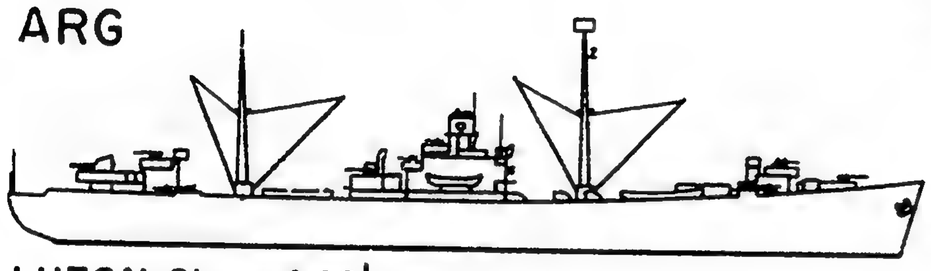
ARISTAEUS Class 328' oa

ATF



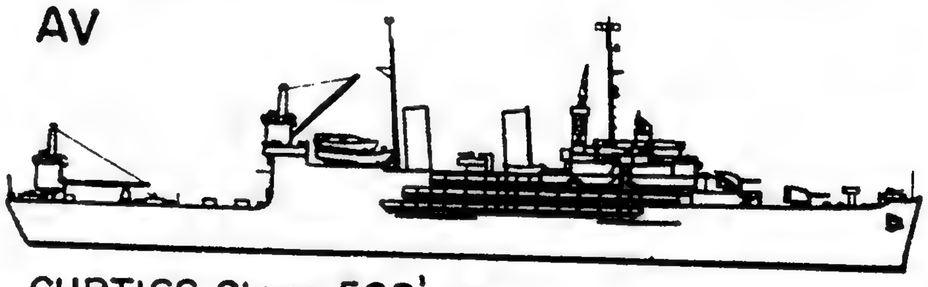
APACHE Class 205' oa

ARG



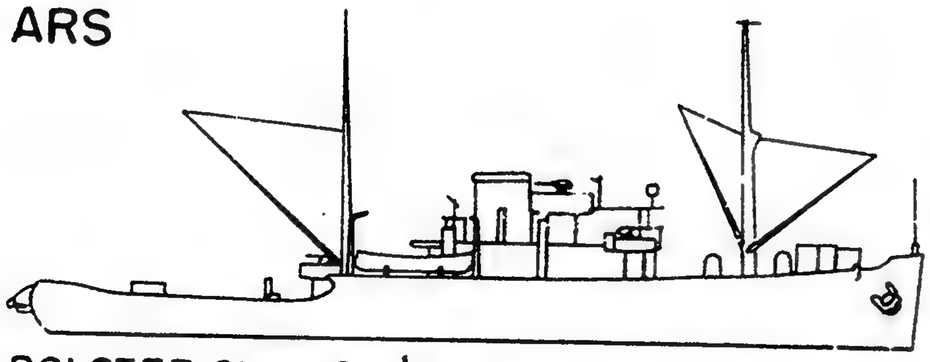
LUZON Class 442' oa

AV

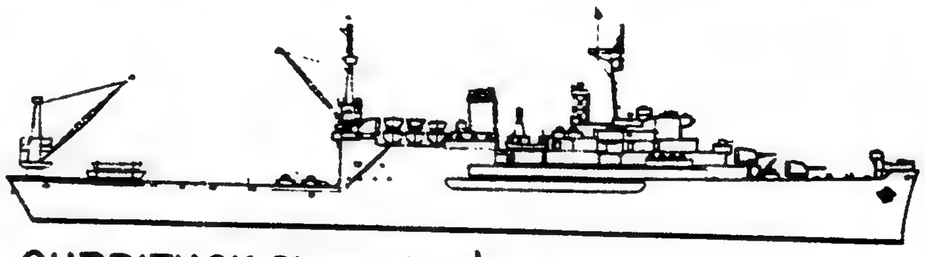


CURTISS Class 529' oa

ARS

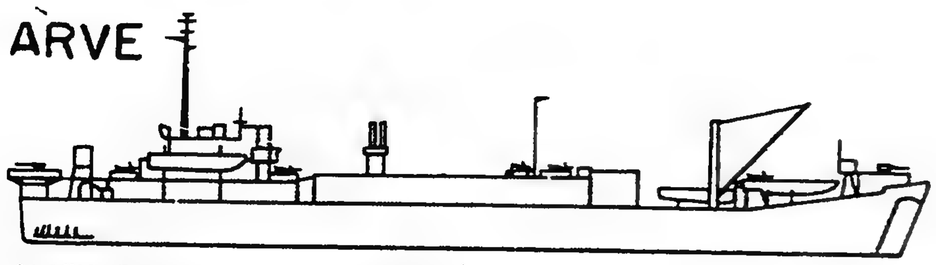


BOLSTER Class 214' oa



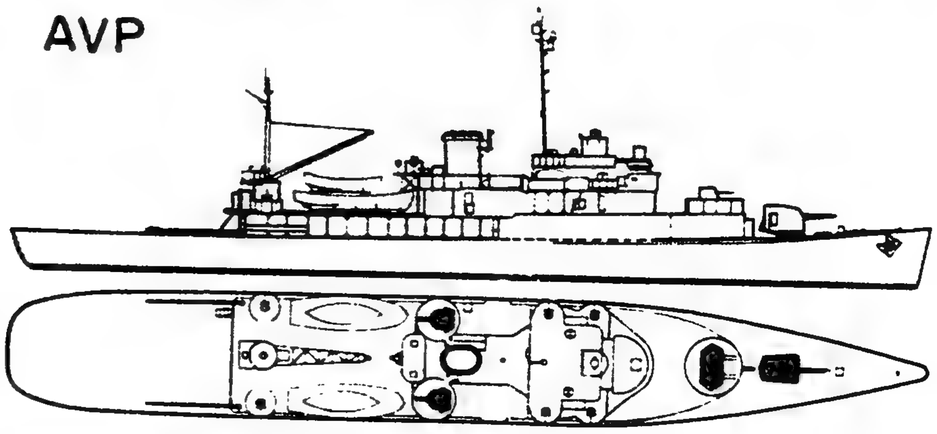
CURRITUCK Class 540' oa

ARVE



AVENTINUS Class 328' oa

AVP



BARNEGAT Class 310' oa

AD DIXIE Class
DISPL.—12,350 tons (light)
LENGTH—531′; BEAM—73′; DRAFT—26′
ARMAMENT—4 5″/38 DP; 4 40 mm AA (twin)
SPEED—19 knots; COMPLETED—1939–44

AE LASSEN Class
DISPL.—7,050 tons (light)
LENGTH—459′; BEAM—63′; DRAFT—27′
ARMAMENT—1 5″/38 DP; 4 3″/50 AA (twin); 2 40 mm AA (twin)
SPEED—15.5 knots; COMPLETED—1940–45

AF ADRIA Class
DISPL.—3,280 tons (light)
LENGTH—339′; BEAM—50′; DRAFT—21′
ARMAMENT—1 3″/50 DP
SPEED—11 knots; COMPLETED—1944–45

AF ALUDRA Class
DISPL.—7,050 tons (light)
LENGTH—459′; BEAM—63′; DRAFT—27′
ARMAMENT—varies
SPEED—15.5 knots; COMPLETED—1945

AGB BURTON ISLAND Class
DISPL.—3,575 tons (light)
LENGTH—269′; BEAM—64′; DRAFT—29′
ARMAMENT—1 5″/38 DP; 2 40 mm AA (twin)
SPEED—16 knots; COMPLETED—1944–47

AH HAVEN Class
DISPL.—11,400 tons (light)
LENGTH—520′; BEAM—72′; DRAFT—26′
ARMAMENT—
SPEED—18 knots; COMPLETED—1945

AK ALCONA Class
DISPL.—3,000 tons (light)
LENGTH—339′; BEAM—50′; DRAFT—21′
ARMAMENT—1 3″/50 mm AA
SPEED—12 knots; COMPLETED—1944–45

AN COHOES Class
DISPL.—620 tons
LENGTH—166′; BEAM—34′; DRAFT—15′
ARMAMENT—1 3″/50 mm AA
SPEED—12 knots; COMPLETED—1944–45

AO CIMARRON Class
DISPL.—7,470 tons (light)
LENGTH—553′; BEAM—75′; DRAFT—32′
ARMAMENT—varies
SPEED—18 knots; COMPLETED—1939–46

AOG PATAPSCO Class
DISPL.—1,800 tons (light)
LENGTH—311′; BEAM—49′; DRAFT—16′
ARMAMENT—4 3″/50 mm AA
SPEED—14 knots; COMPLETED—1943–45

AP "General" Class
DISPL.—11,764 tons (light)
LENGTH—623′; BEAM—76′; DRAFT—26′
ARMAMENT—4 5″/38 DP; 4 40 mm AA (twin)
SPEED—21 knots; COMPLETED—1943–45

AR AMPHION Class
DISPL.—7,780 tons (light)
LENGTH—492′; BEAM—73′; DRAFT—28′
ARMAMENT—2 5″/38 DP; 4 40 mm AA (twin)
SPEED—17.8 knots; COMPLETED—1945–46

AR VULCAN Class
DISPL.—9,079 tons (light)
LENGTH—530′; BEAM—73′; DRAFT—26′
ARMAMENT—4 5″/38 DP; 4 40 mm AA (twins)
SPEED—18.5 knots; COMPLETED—1941–44

ARB ARISTAEUS Class
DISPL.—2,017 tons (light)
LENGTH—328′; BEAM—50′; DRAFT—14′
ARMAMENT—1 3″/50 mm AA; 2 40 mm AA (quad)
SPEED—11 knots; COMPLETED—1943–45

ARG LUZON Class
DISPL.—4,980 tons (light)
LENGTH—442′; BEAM—57′; DRAFT—23′
ARMAMENT—1 5″/38 DP; 3 3″/50 mm AA; 2 40 mm AA (twin)
SPEED—11.75 knots; COMPLETED—1943–44

ARS BOLSTER Class
DISPL.—1,520 tons (light)
LENGTH—214′; BEAM—44′; DRAFT—14′
ARMAMENT—2 40 mm AA (twin); 6 20 mm AA
SPEED—14 knots; COMPLETED—1945–46

ARVE AVENTINUS Class
DISPL.—2,620 tons (light)
LENGTH—328′; BEAM—50′; DRAFT—14′ 6″
ARMAMENT—2 40 mm AA (quad)
SPEED—11.8 knots; COMPLETED—1945

AS FULTON Class
DISPL.—9,600 tons (light)
LENGTH—530′; BEAM—73′; DRAFT—25′
ARMAMENT—4 5″/38 DP; 4 40 mm AA (twins)
SPEED—18.7 knots; COMPLETED—1940–45

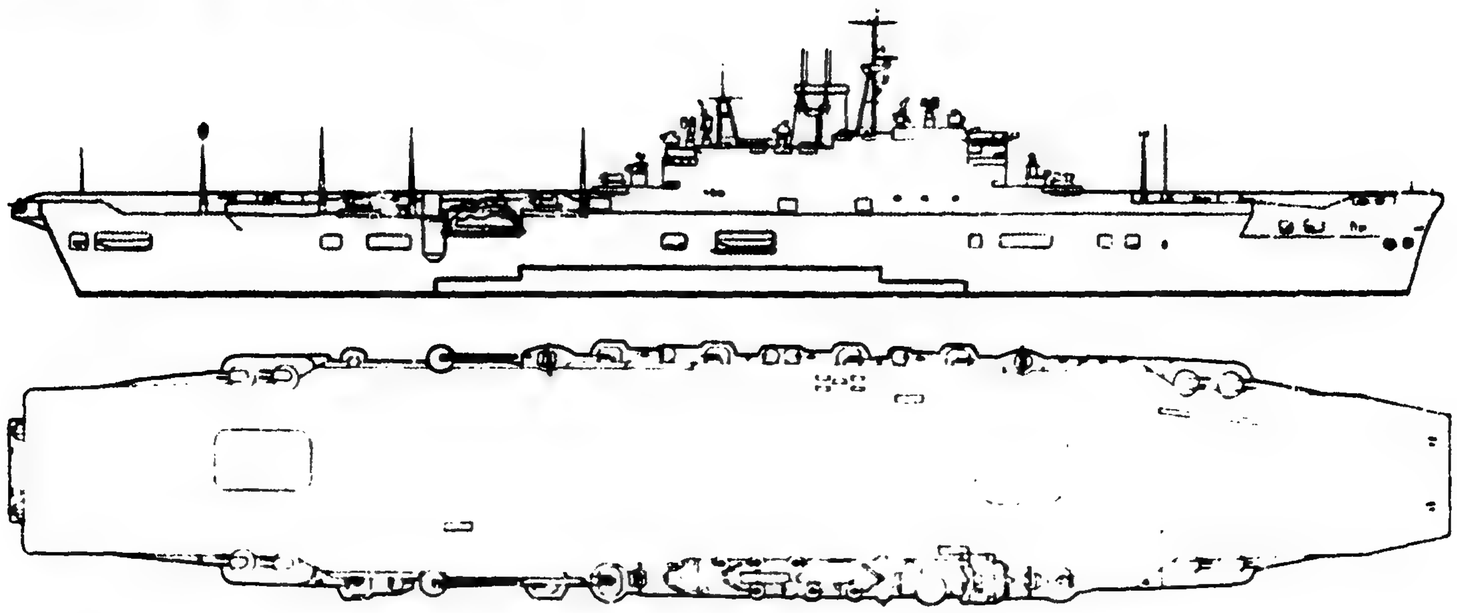
ASR CHANTICLEER
DISPL.—1,790 tons (light)
LENGTH—251′; BEAM—44′; DRAFT—16′
ARMAMENT—1 3″/50 mm AA
SPEED—15 knots; COMPLETED—1942–47

ATF APACHE Class
DISPL.—1,240 tons (light)
LENGTH—205′; BEAM—39′; DRAFT—16′
ARMAMENT—1 3″/50; 2 40 mm AA
SPEED—17 knots; COMPLETED—1942–46

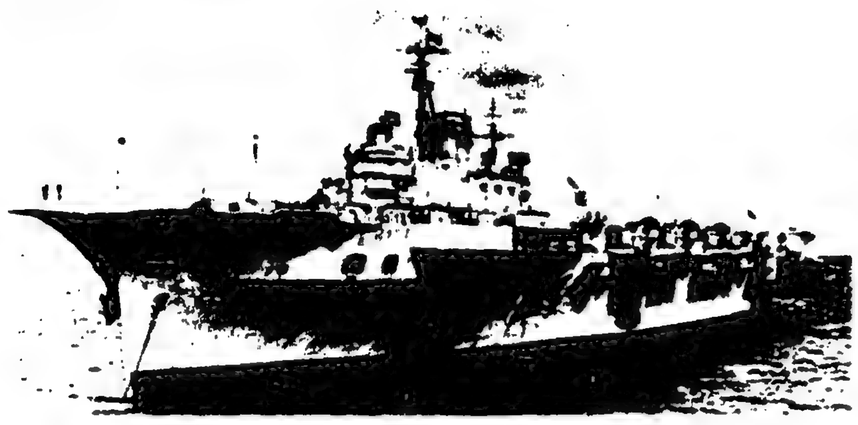
AV CURTISS Class
DISPL.—9,090 tons (light)
LENGTH—529′; BEAM—69′; DRAFT—22′
ARMAMENT—2 5″/38 DP; 5 40 mm AA (quad)
SPEED—19 knots; COMPLETED—1938–40

AV CURRITUCK Class
DISPL.—9,375 tons (light)
LENGTH—540′; BEAM—71′; DRAFT—23′
ARMAMENT—4 5″/38 DP; 2 40 mm AA (quad); 4 40 mm AA (twin)
SPEED—19 knots; COMPLETED—1944–45

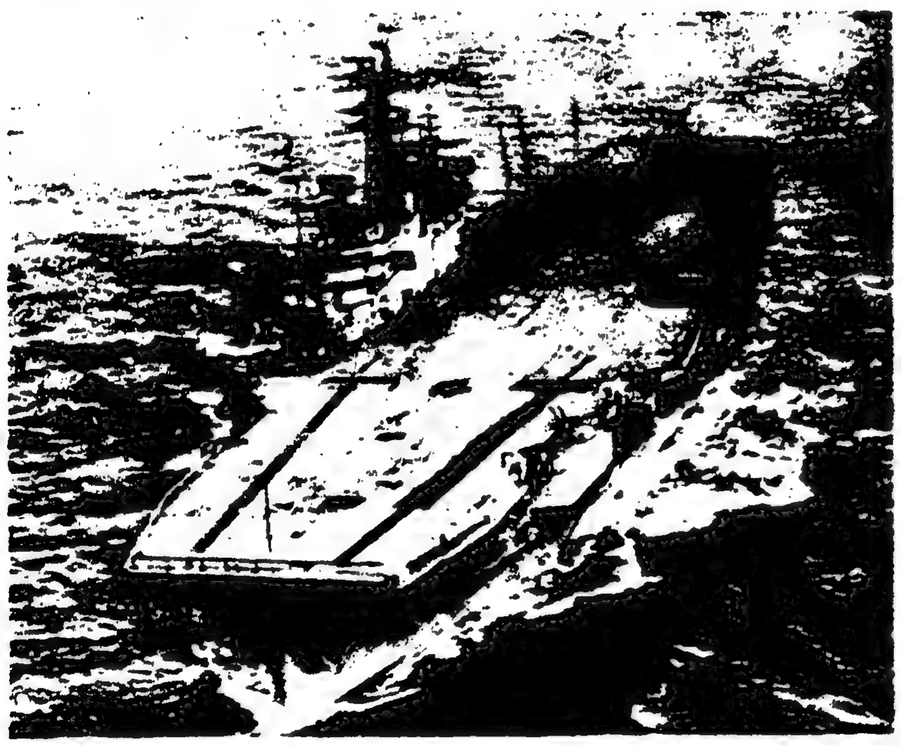
AVP BARNEGAT Class
DISPL.—1,682 tons (light)
LENGTH—310′; BEAM—41′; DRAFT—14′
ARMAMENT—1 5″/38 DP; 1 40 mm AA (quad); 2 40 mm AA (twin)
SPEED—19 knots; COMPLETED—1941–46



EAGLE. 1953



EAGLE. circa 1954



ARK ROYAL. 1954

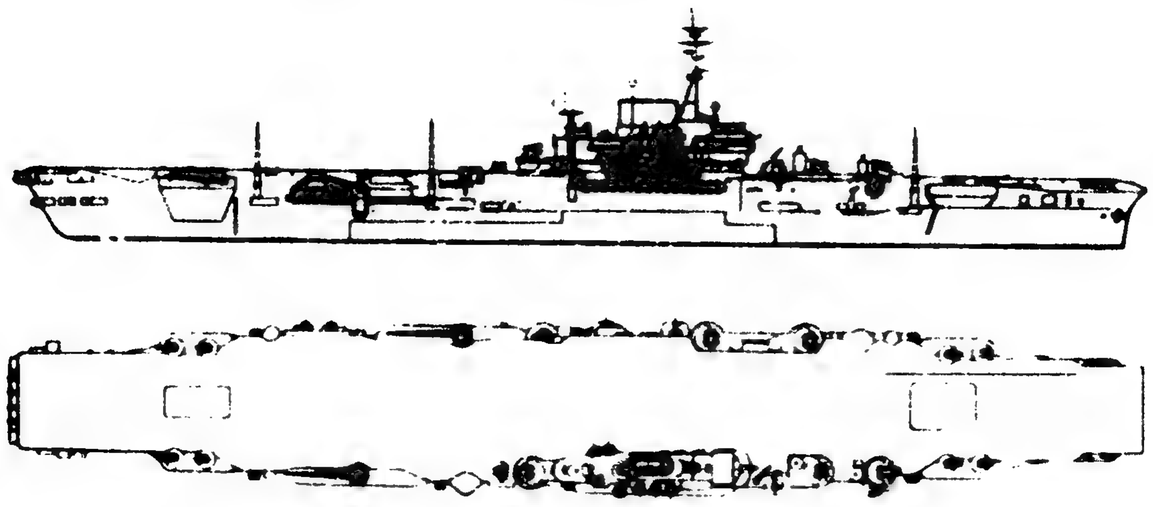
The ARK ROYAL Class consists of the largest carriers ever built for the Royal Navy. There are two units in this class, EAGLE and ARK ROYAL. The ARK ROYAL, expected to be completed for operational service in 1955, possesses the latest equipment for operating the newest jet aircraft, including two steam catapults, deck-edge elevator (side lift), and the angled flight deck. The EAGLE, completed in 1951 and accepted for operational service by the Royal Navy in 1952, is of 90% welded construction. Similar in appearance to other large British carriers, these carriers differ mainly in overall size. Major appearance differences within the class are the deck-edge elevator and trellis foremast of the ARK ROYAL. EAGLE has a tripod foremast and no deck-edge elevator. Minor differences can be noted in port side gun arrangement and stern shape.

DISPL.—36,800 tons
LENGTH—808′ (EAGLE 804′); BEAM—113′; DRAFT—36′
ARMAMENT—16 4.5″ DP; 40 40 mm AA (EAGLE 58 40 mm AA)
SPEED—31.5 knots; COMPLETED—1951–55

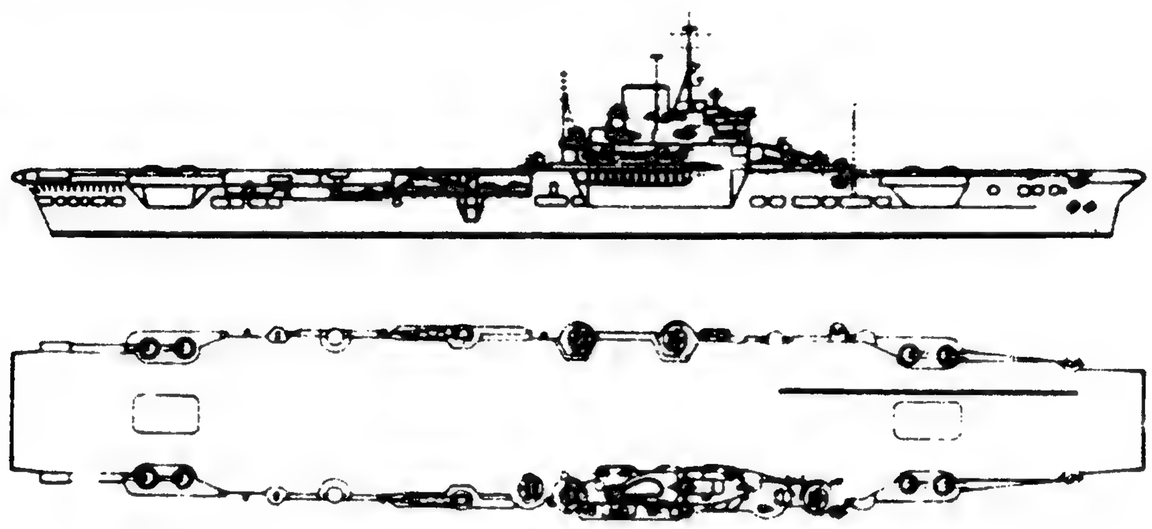


ARK ROYAL. 1954

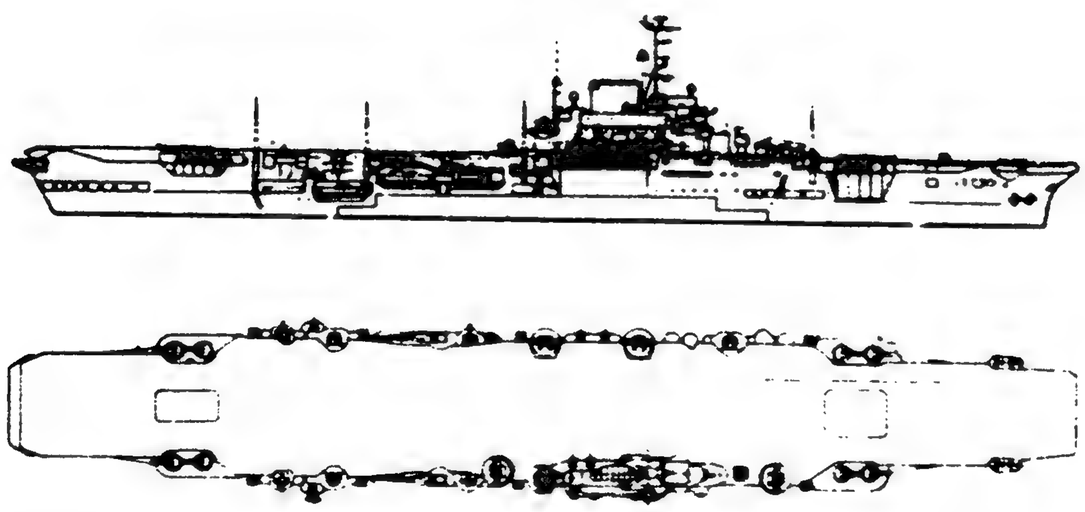
UK—CVS IMPLACABLE Class, ILLUSTRIOUS and INDOMITABLE



IMPLACABLE Class. Note large elevator forward.



ILLUSTRIOUS.



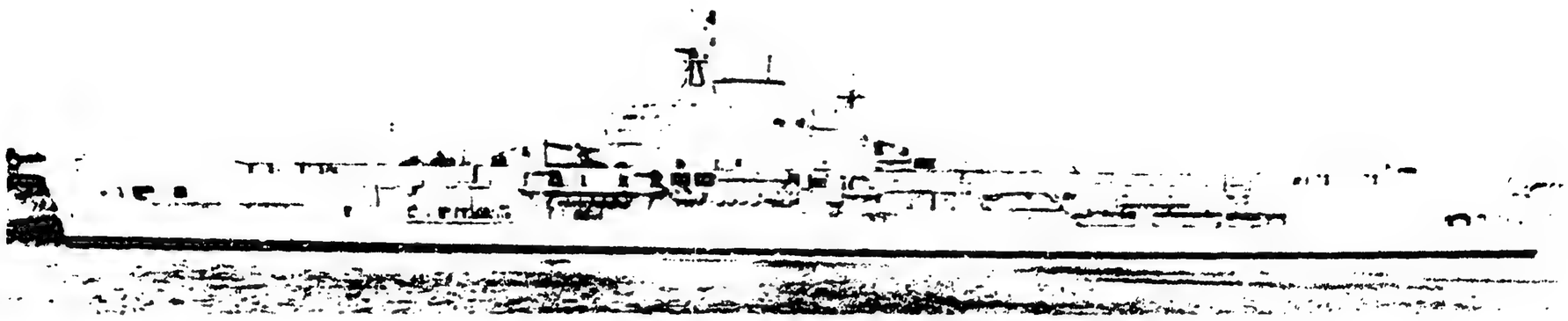
INDOMITABLE. Note large elevator forward and after pole mast.

From an appearance standpoint all of these ships are very similar. To distinguish between them note the following differences: The bow of the IMPLACABLE Class is shaped somewhat differently in that it does not flare out near the flight deck as sharply as in the ILLUSTRIOUS and INDOMITABLE. The ILLUSTRIOUS differs from the other ships in that she has a single hangar deck. Present information indicates that her former sister ship, VICTORIOUS, now undergoing modernization, will have an angled flight deck, steam catapults, and other new modifications.

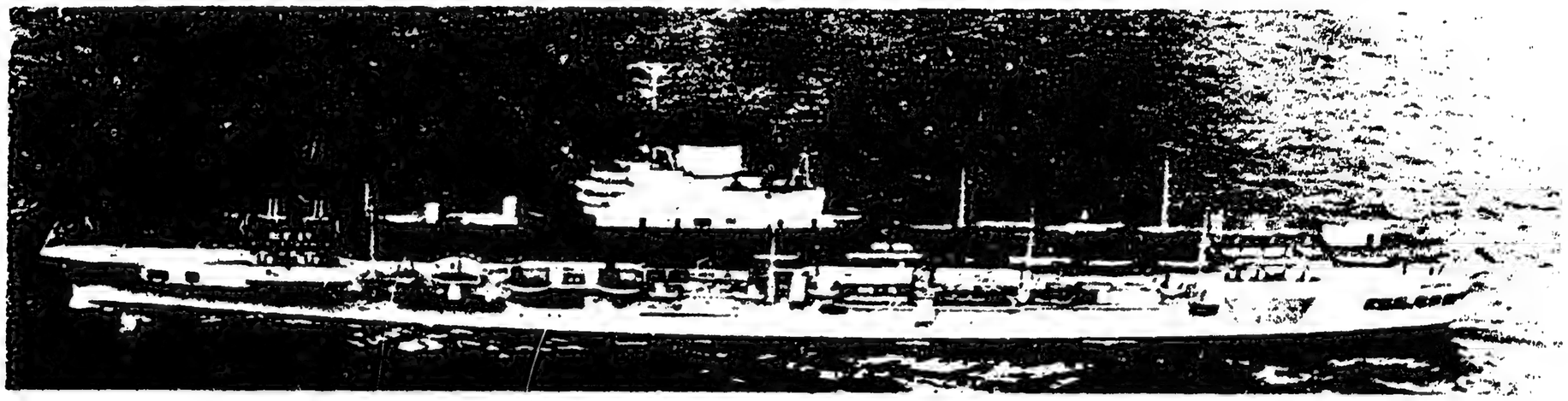
DISPL. 23,500 26,000 tons
LENGTH 753′ 766′; BEAM 95′ 96′; DRAFT 29′ 31′
ARMAMENT 16 4.5″ DP, 52 64 40 mm AA
SPEED 30.5 32.5 knots; COMPLETED 1940 44

343149 O 55 6

UK—CVS IMPLACABLE Class, ILLUSTRIOUS and INDOMITABLE



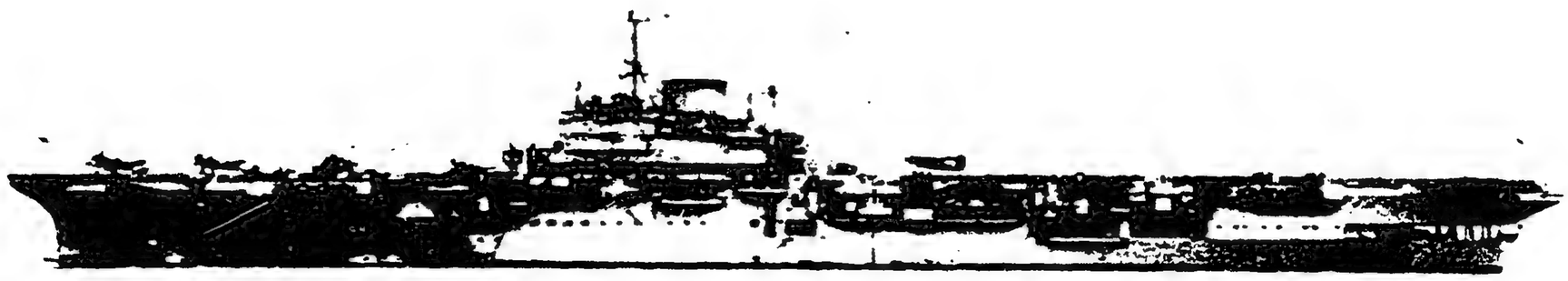
IMPLACABLE (IMPLACABLE Class). circa 1952



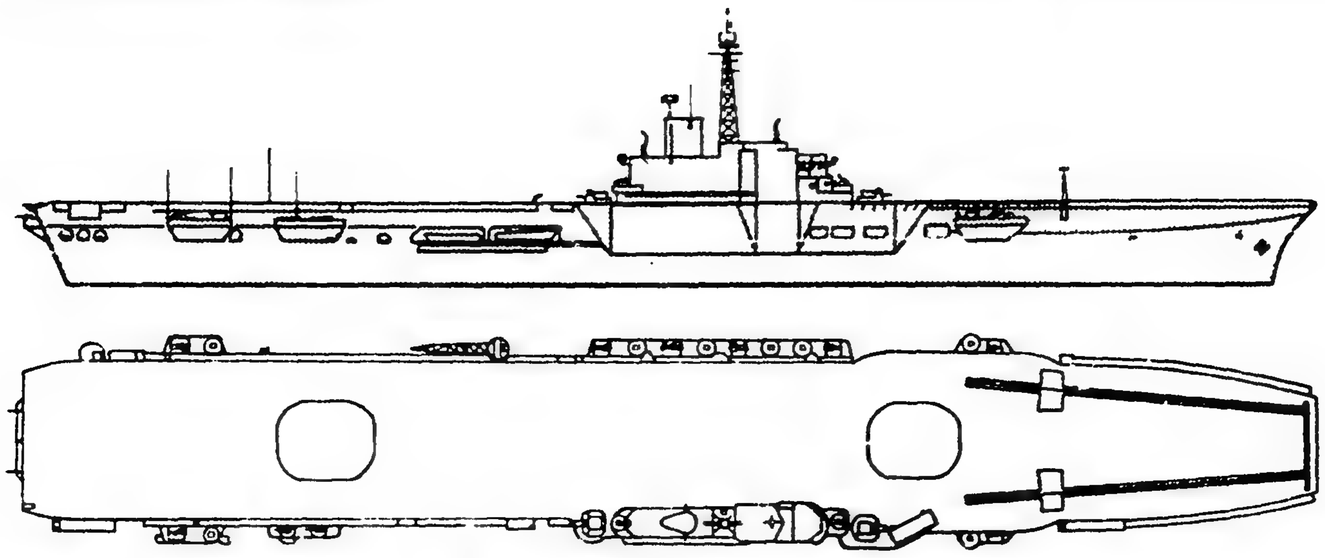
INDEFATIGABLE (IMPLACABLE Class). circa 1952



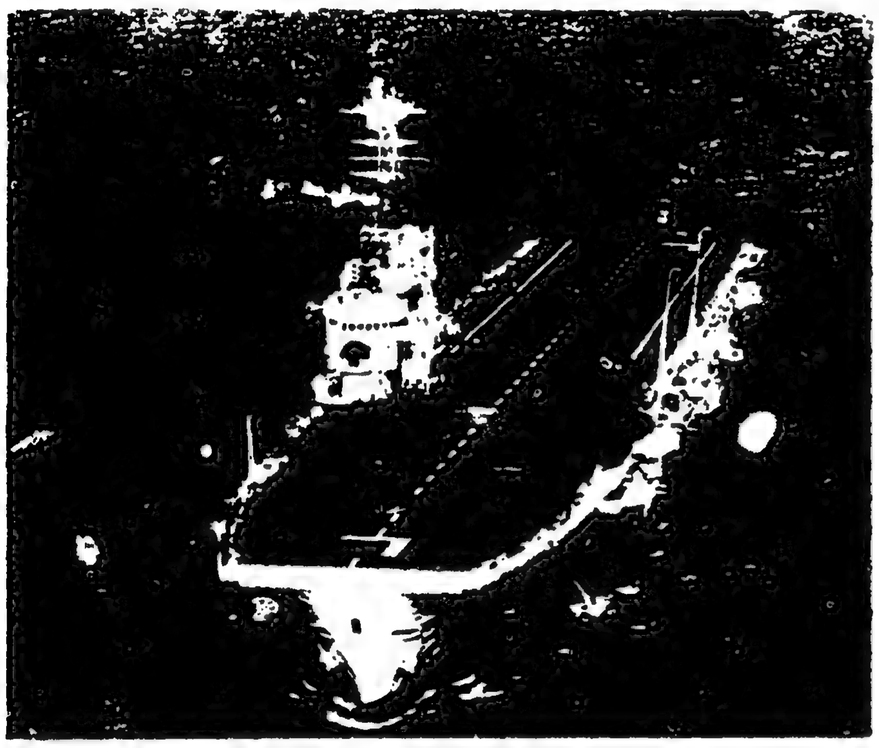
ILLUSTRIOUS. circa 1946
(Note: VICTORIOUS being modernized)



INDOMITABLE. circa 1951



Note: Drawing and first two pictures below show class prior to fitting of angled deck.



HERMES Class. circa 1953

Three units of this class, ALBION, BULWARK, and CENTAUR, are completed. A fourth, HERMES, is still under construction. When completed, HERMES will have three new developments—the deck-edge elevator (side lift), the steam catapult, and the angled flight deck. These carriers are enlarged and improved versions of earlier CVL classes. Recognition characteristics include a low island structure, a trellis mast, and a slender teardrop-shaped stack.

DISPL.—20,260 tons
LENGTH—737′; BEAM—90′; DRAFT—
ARMAMENT—26–30 40 mm AA
SPEED—29 knots; COMPLETED—1953–54 (HERMES ?)

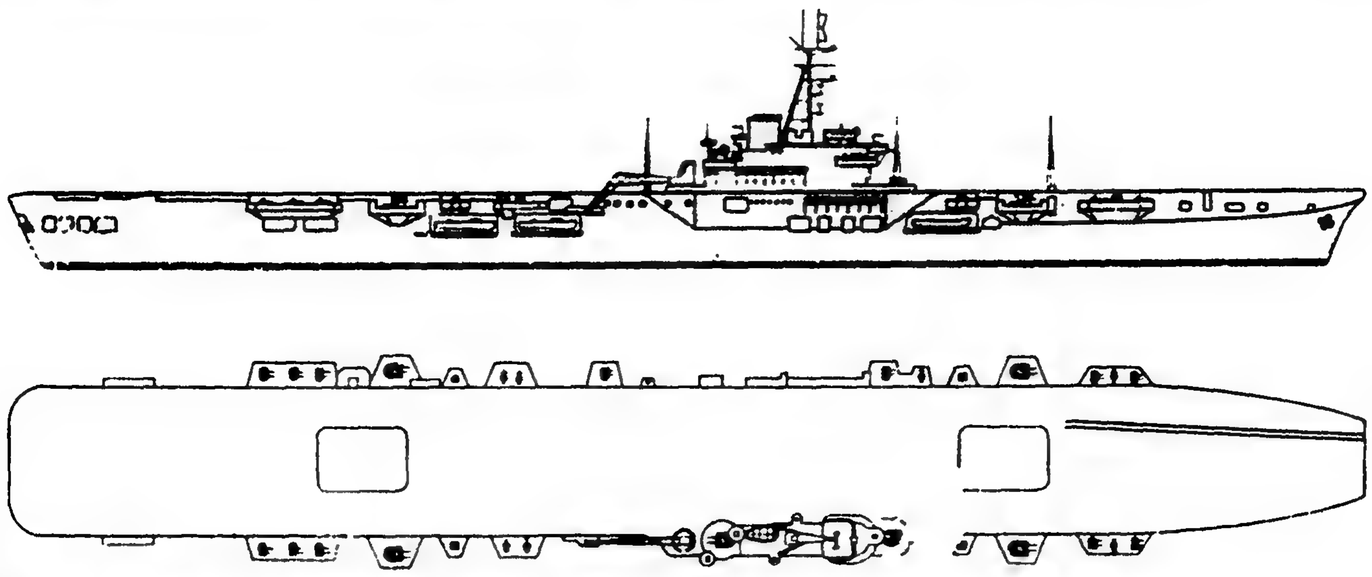


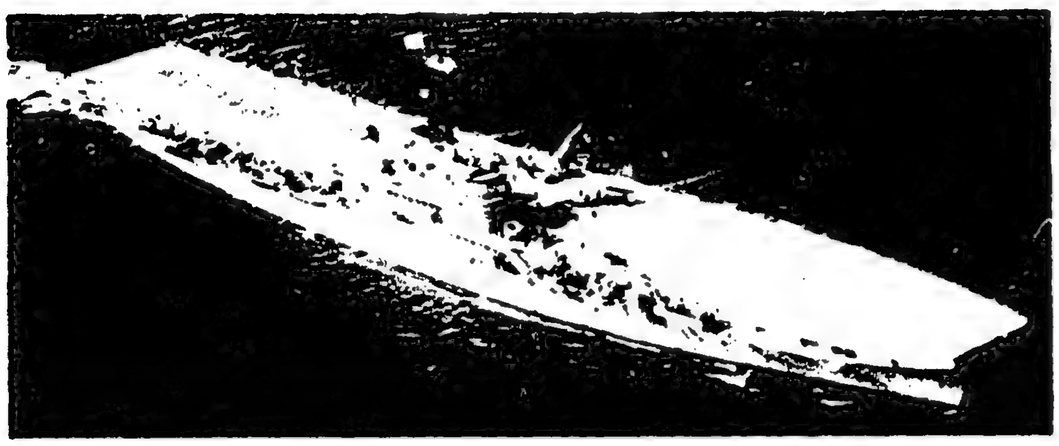
HERMES Class. circa 1953



CENTAUR. 1954
(The first British light fleet carrier with the limited angled flight deck of 5½°.)

UK—CVL MAJESTIC—COLOSSUS Class



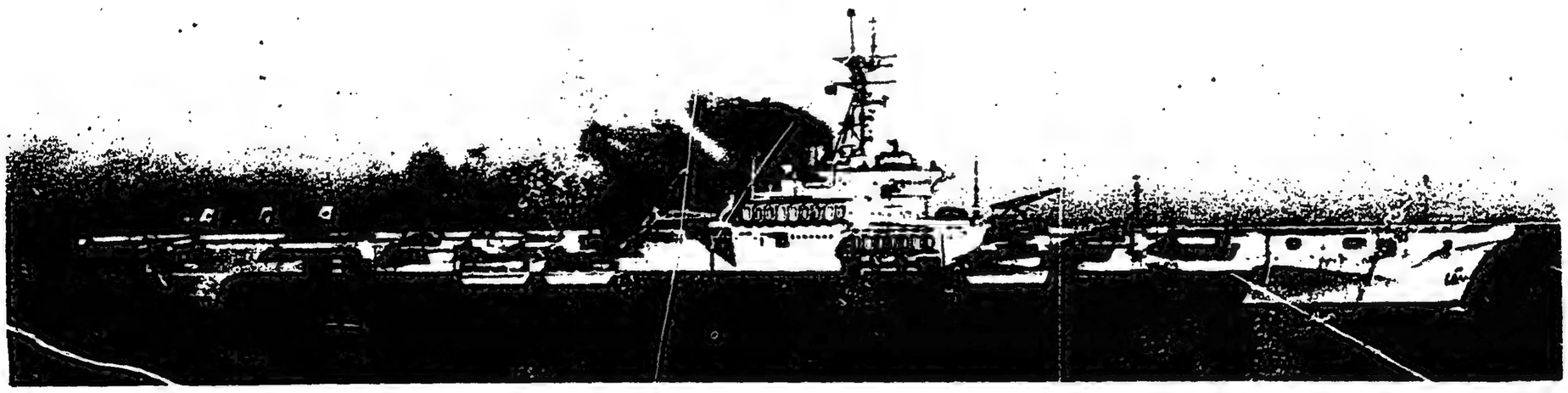


TRIUMPH. 1954

COLOSSUS (renamed ARROMANCHES) has been sold to FRANCE; VENERABLE (renamed KAREL DOORMAN) has been sold to Netherlands; MAGNIFICENT has been loaned to Canada; TERRIBLE (renamed SYDNEY) has been sold to Australia; VENGEANCE has been loaned to Australia; and MAJESTIC (to be renamed MELBOURNE) and POWERFUL (renamed BONAVENTURE) are being completed in the UK, for the Australian and Canadian Navies respectfully. Two other units, PERSEUS and PIONEER, were completed as aircraft maintenance vessels.

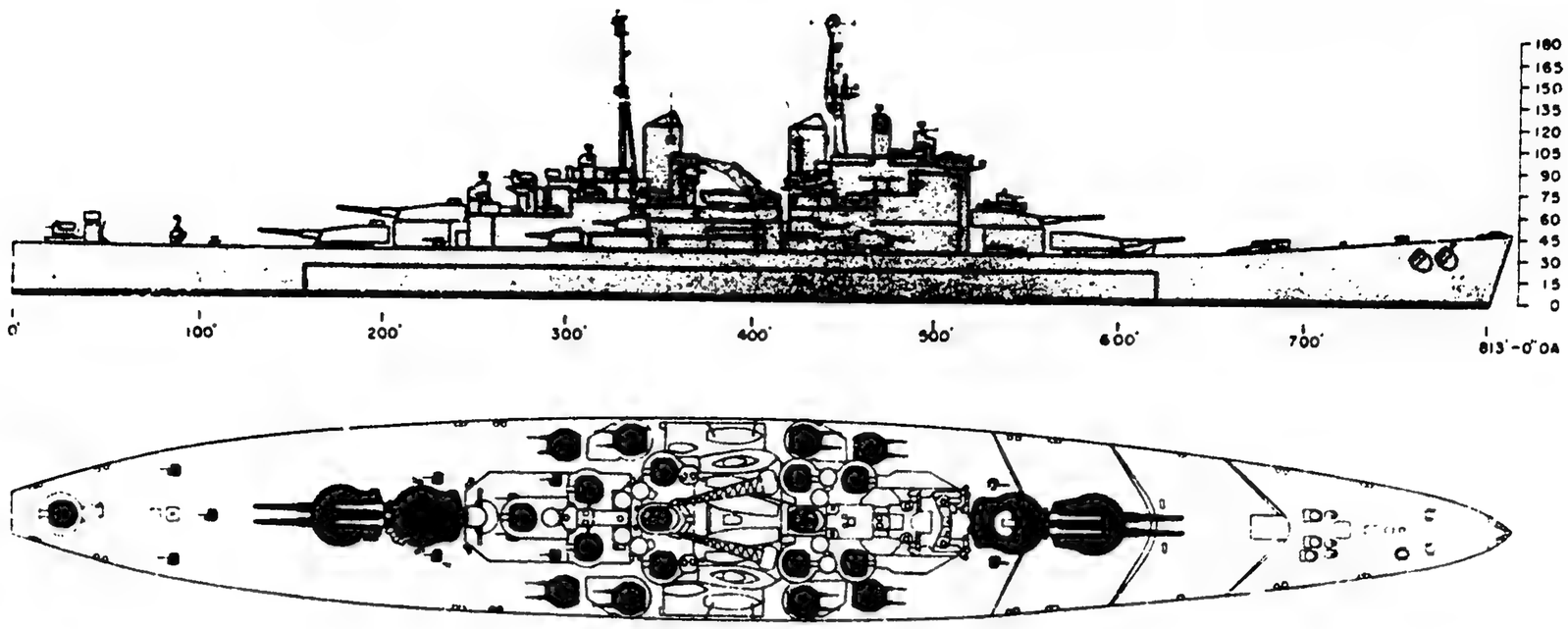
The MAJESTIC—COLOSSUS Class now contains seven units: GLORY, OCEAN, THESEUS, TRIUMPH, WARRIOR, HERCULES, and LEVIATHAN. Construction on the last two has been suspended. These CVLs are somewhat similar to the IMPLACABLE Class CVS from a recognition standpoint; they differ mainly by being smaller in size and having a smaller stack and a more prominent tripod mast on the island. A distinctive characteristic of this class is the unusual shape of the ships' sides forward. WARRIOR can now be easily identified by her trellis mast received during a recent modernization. These ships are single hangar-deck carriers, insulated for tropical service, and partially air conditioned.

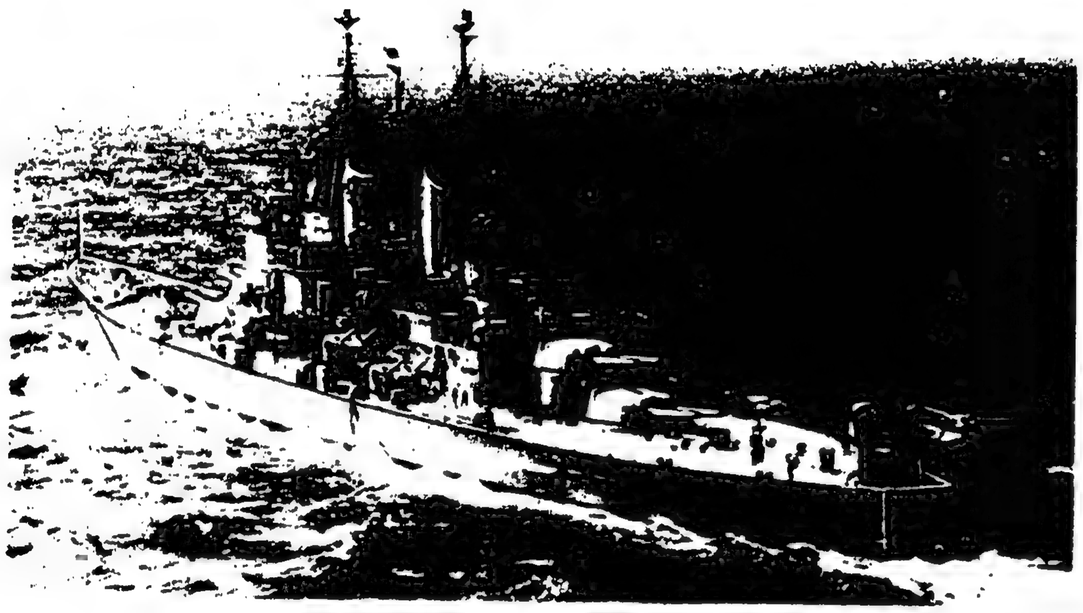
DISPL.—13,190–13,350 tons
LENGTH—695′; BEAM—80′; DRAFT—23′ 6″
ARMAMENT—19–30 40 mm AA
SPEED—25 knots; COMPLETED—1945–46



GLORY. 1945

UK—BB VANGUARD

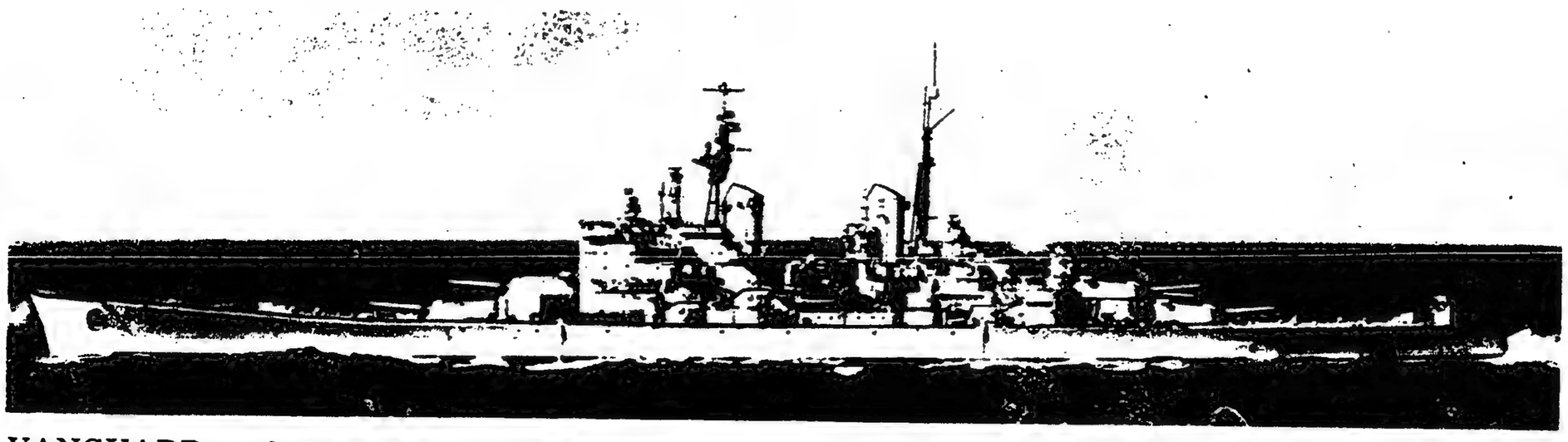




VANGUARD. 1948

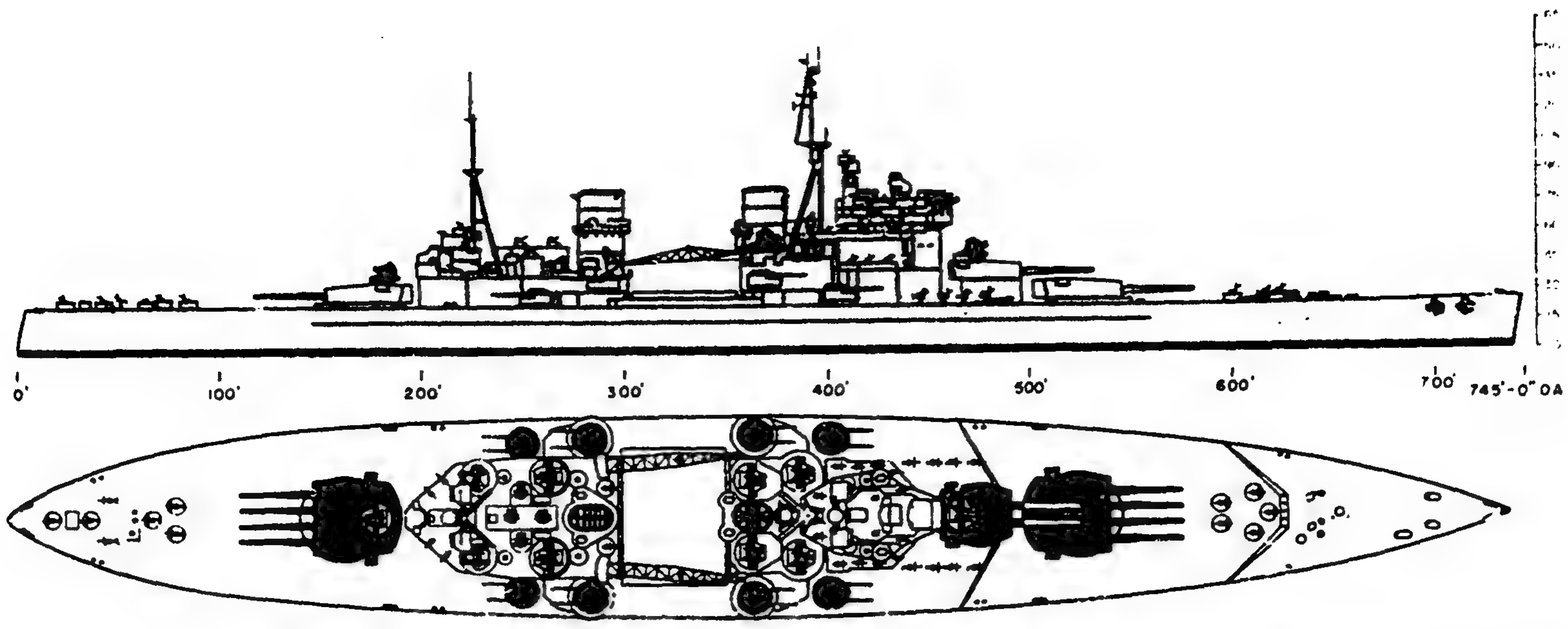
This is Britain's newest battleship and represents the only construction of her type undertaken since the cutbreak of World War II. She was originally intended to be the fifth unit of the cancelled LION Class of 16″ gun battleships. The ship was designed around guns and mounts originally fitted in HMS COURAGEOUS and GLORIOUS before they were converted to CV's following World War I. VANGUARD has external features of both the KING GEORGE V Class and our own IOWA Class. She still retains the characteristic block bridge and tripod masts. Aircraft and catapult gear are not carried in VANGUARD.

DISPL.—44,500 tons
LENGTH—813′; BEAM—108′;
DRAFT—36′
ARMAMENT—8 15″; 16 5.25″
SPEED—30 knots; COMPLETED—1946



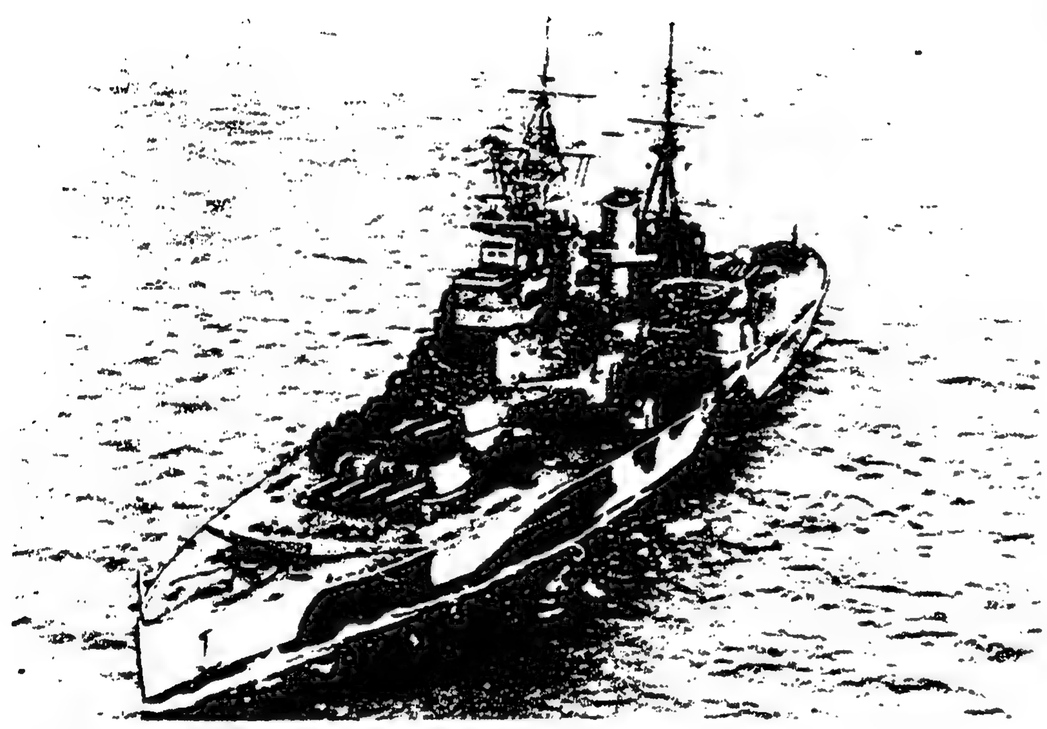
VANGUARD. 1948

UK—BB KING GEORGE V Class



This battleship class played an important role in World War II in the Atlantic, Mediterranean and the Pacific. The salient recognition features are heavy block bridge and vertical stacks with a clear space between them. From the air, the twin over quadruple turret forward and quadruple turret aft are strong identification features. The 14" guns have a greater effective range than the 15" guns mounted in older battleships, since scrapped. The superstructure abaft the bridge, designed as a hangar, is now used as a movie theater. The catapult and aircraft equipment amidships has been removed in favor of increased accommodation and boat stowage. The 103' beam is the narrowest of any modern 35,000-ton capital ship.

DISPL.—35,000 tons
LENGTH—745'; BEAM—103';
DRAFT—36'
ARMAMENT—10 14"; 16 5.25"
SPEED—28 knots; COMPLETED—1940–42

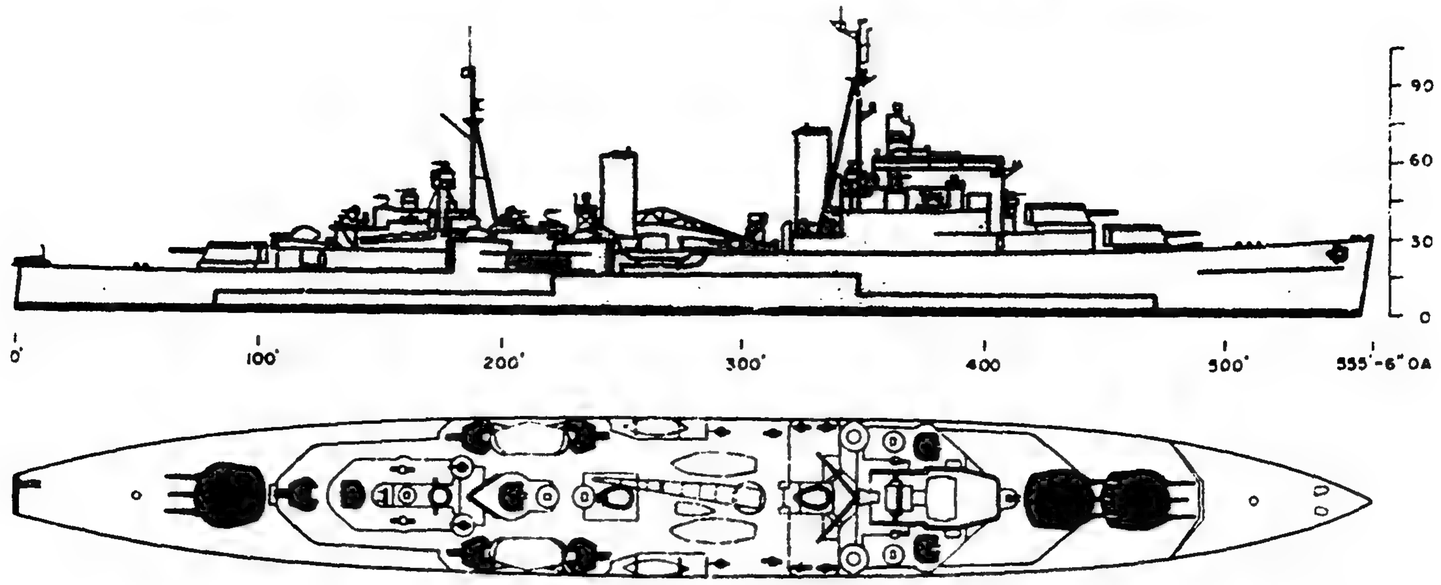


KING GEORGE V. 1943

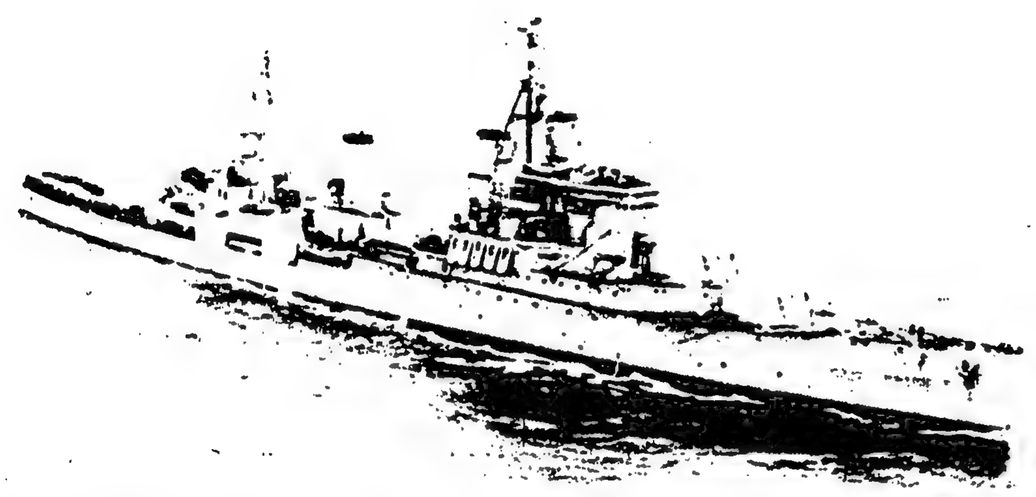


ANSON. 1945

UK—CL SWIFTSURE, Modifed SWIFTSURE & TIGER Classes



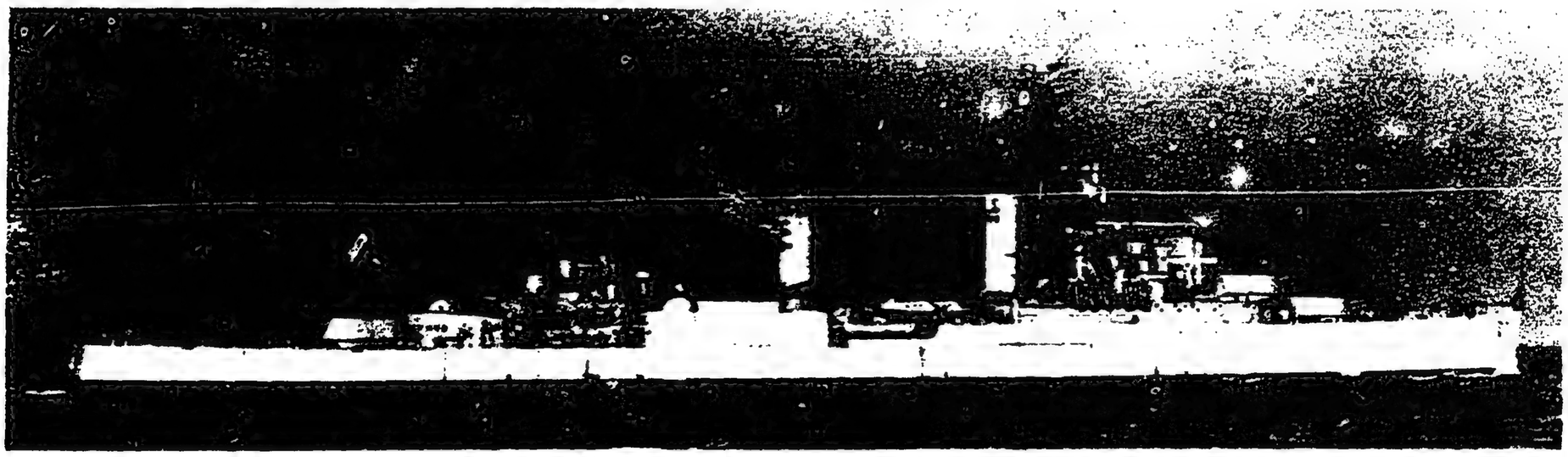
SWIFTSURE Class.



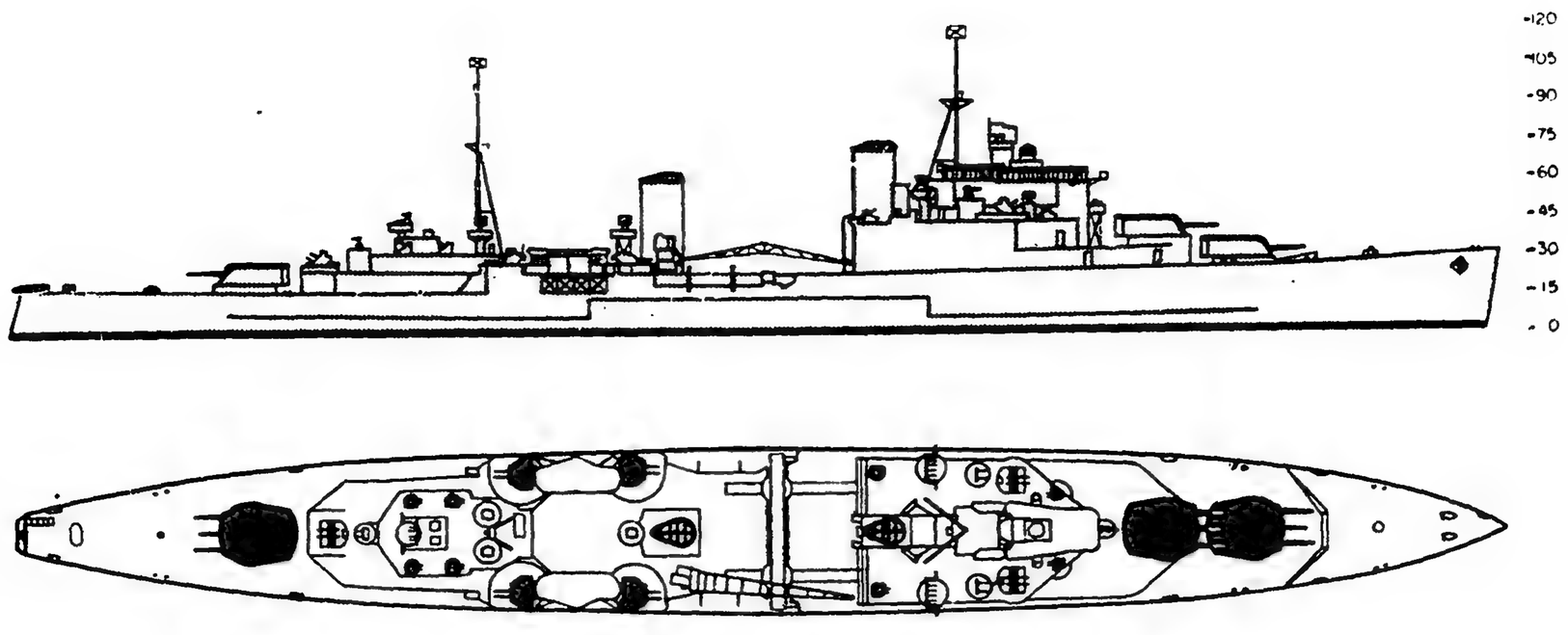
SWIFTSURE. 1950

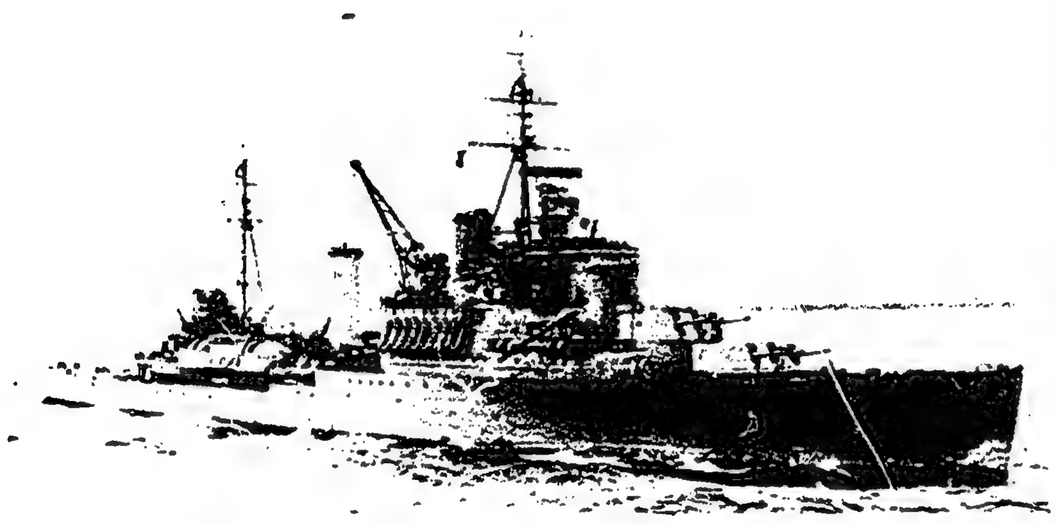
DISPL.—8,800–9,000 tons
LENGTH—555′ 6″; BEAM—63′–64′;
DRAFT—21′
ARMAMENT—9 6″; 10 4″ AA;
6 21″ TT
SPEED—31.5 knots; COMPLETED—
1944–45 (TIGER Class?)

Recognitionally these classes are similar with minor modifications. The Royal Navy has only two operational ships in these classes: SWIFTSURE and SUPERB (Modified SWIFTSURE Class). A second SWIFTSURE Class ship is in the Royal Canadian Navy: HMCS ONTARIO. These ships resemble FIJI Class units and have proved highly successful in service. All have a main battery of triple turrets. The taller forward stack is a recognition feature. The TIGER Class was laid down in 1941–42, but construction was stopped in 1946. At the present time this TIGER Class is to have three units: TIGER, DEFENCE, and BLAKE. Hull and superstructure appearance will probably be similar to the SWIFTSURE Class. The ultimate armament of the TIGER class has not yet been determined. Research on final equipment is in progress.



SUPERB (Modified SWIFTSURE Class). 1946

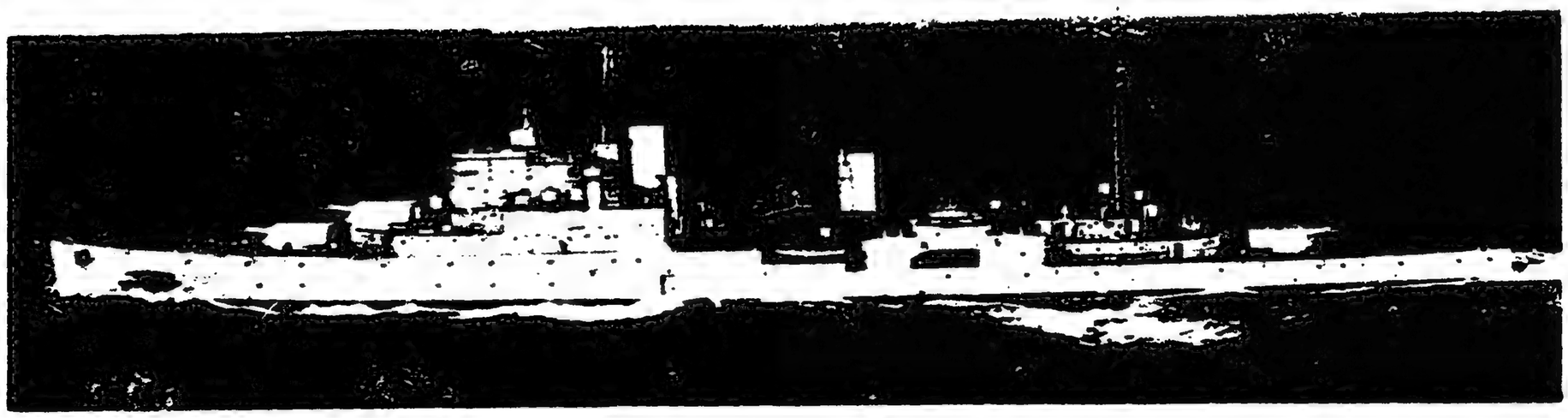




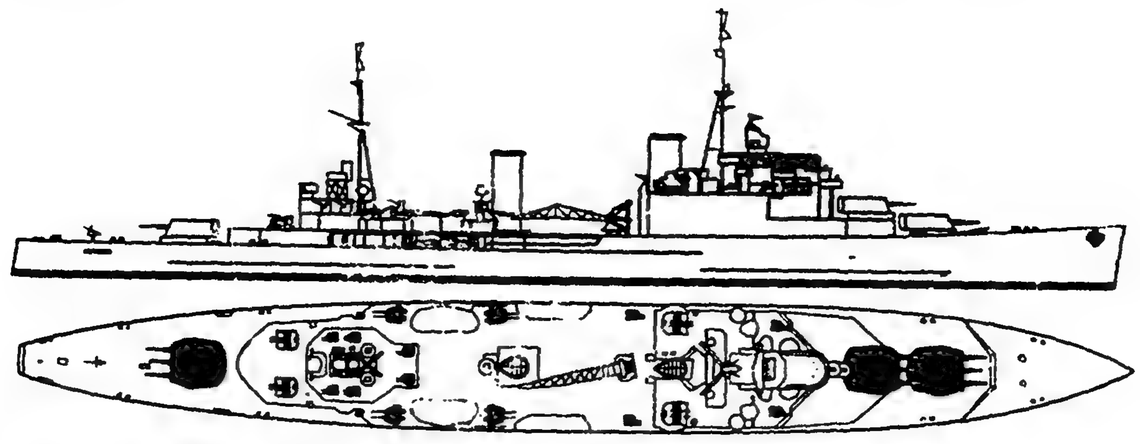
CEYLON. 1951

This class represents a modification of the FIJI Class. Named after UGANDA, which was given to Canada in 1944 (renamed QUEBEC in 1951), this class now has only two units, CEYLON and NEWFOUNDLAND. Identification between the two is facilitated by CEYLON'S having tripod masts and NEWFOUNDLAND'S having trellis masts. Fire control radars also differ. This class has upright or vertical stacks with the forward one partially obscured by the superstructure.

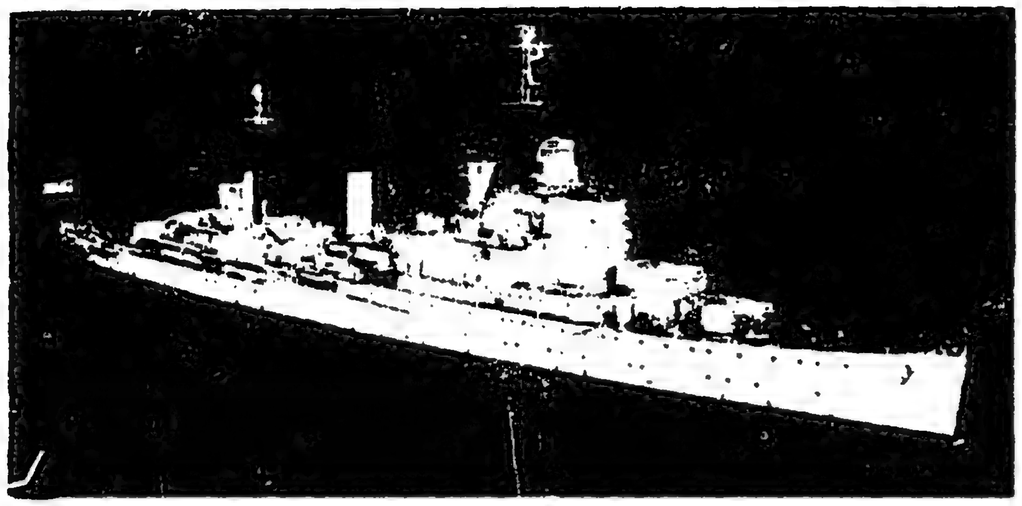
DISPL.—8,800 tons
LENGTH—555′ 6″; BEAM—62′;
DRAFT—21′
ARMAMENT—9 6″; 8 4″ AA;
(CEYLON 6 21″ TT)
SPEED—31.5 knots;
COMPLETED—1943



NEWFOUNDLAND. 1952



KENYA. circa 1953

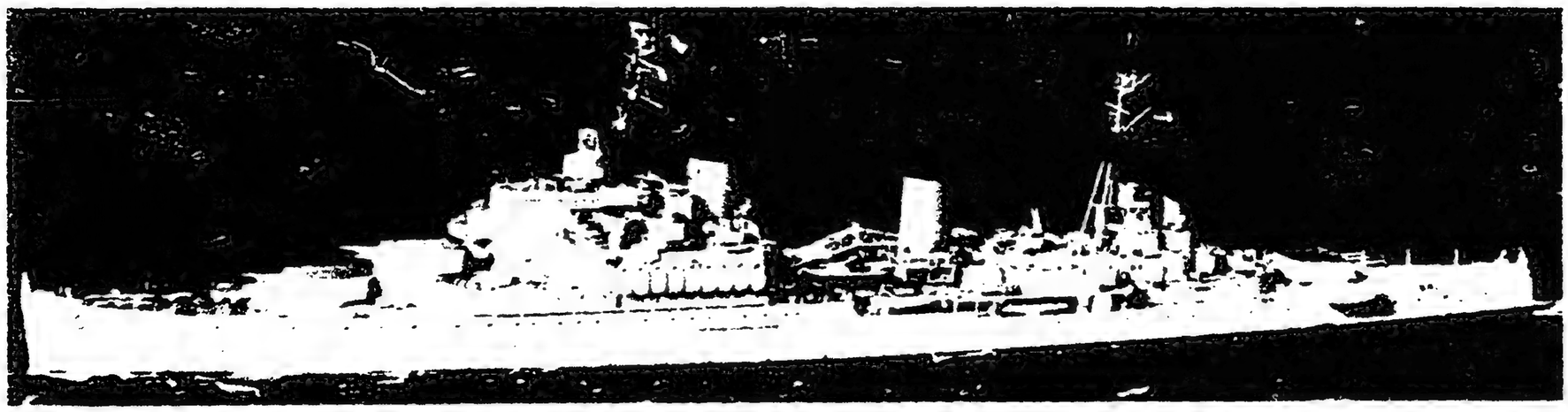


DISPL.—8,000 tons
LENGTH—555′ 6″; BEAM—62′;
DRAFT—21′ 6″
ARMAMENT—9 6″; 8 4″ AA;
12–30 40 mm AA
SPEED—31.5 knots;
COMPLETED—1940–42

The FIJI Class now contains five units. Not shown here are BERMUDA and MAURITIUS. Two others, TRINIDAD and FIJI, were lost in action during World War II. NIGERIA was sold to India in 1954. These units are all similar in appearance; however, JAMAICA can readily be recognized by her stump mast. Minor antiaircraft armament varies with each unit. Recognition characteristics include two tripod masts and two vertical stacks, with the forward stack emerging from and partially obscured by the superstructure.

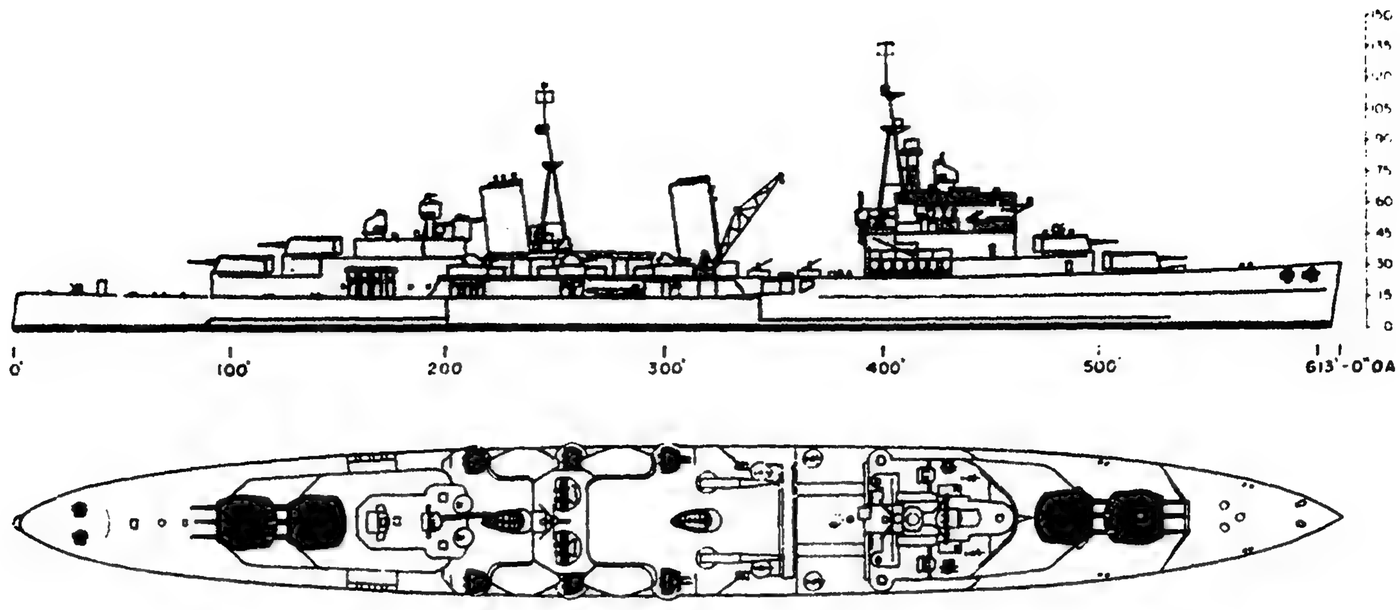


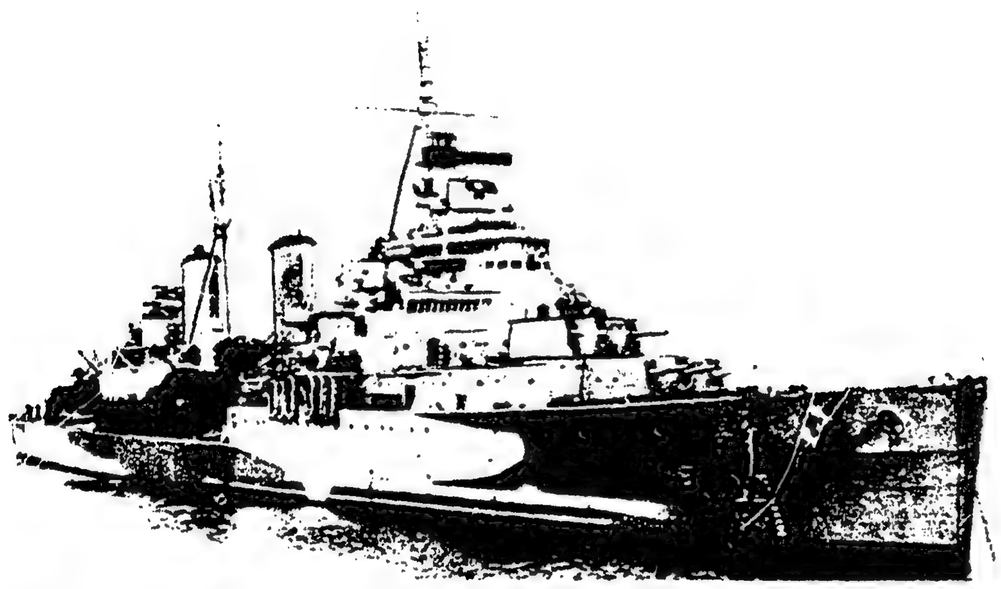
JAMAICA. circa 1948. (Note stump mast between stacks for aircraft homing beacon.)



GAMBIA. circa 1951

UK—CL "Improved SOUTHAMPTON" Class

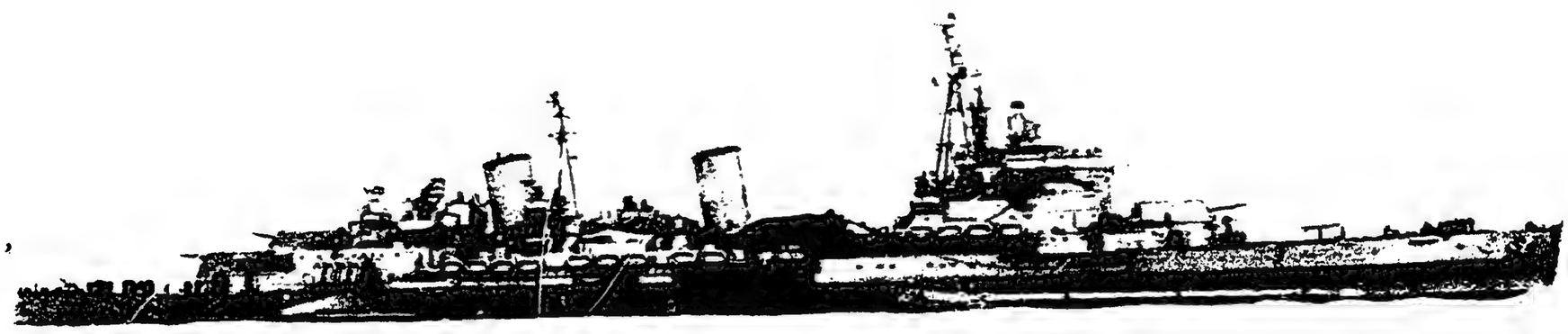




BELFAST. 1942

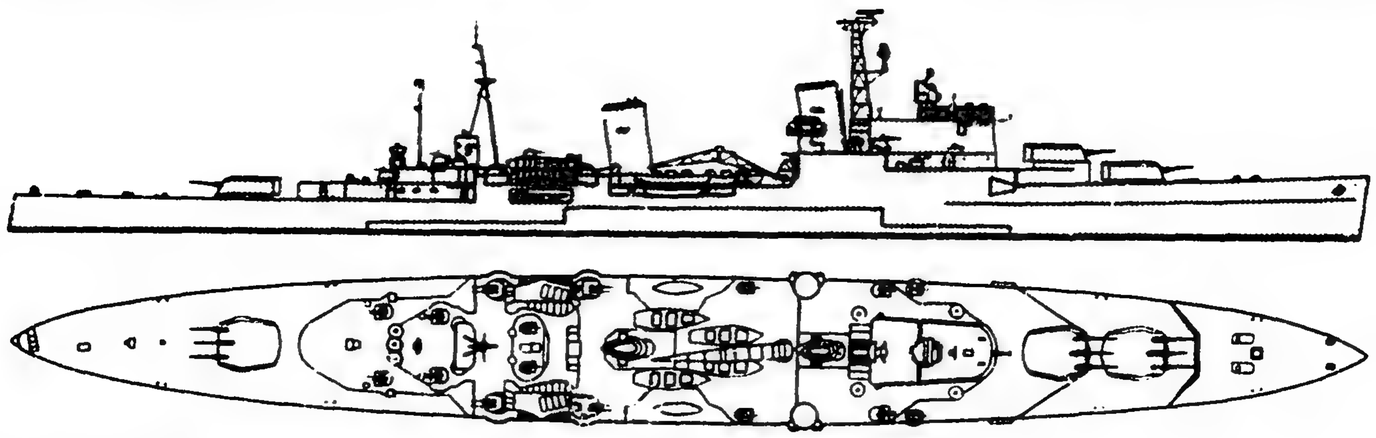
This design is a modified SOUTHAMPTON design incorporating many improvements. Unlike other British broken deck cruisers, the after 6″ gun turrets are raised a deck giving a greater silhouette. The raked stacks are placed unusually far aft with the mainmast forward of number two stack. The BELFAST had to be practically rebuilt during the war as a result of a mine explosion which almost broke the ship in two. This cruiser is also fitted as a flagship. Her sister ship, EDINBURGH, was lost in action in 1942.

DISPL.—11,550 tons
LENGTH—613′ 6″; BEAM—67′;
DRAFT—23′ 6″
ARMAMENT—12 6″; 8 4″; 6 21″ TT
SPEED—32.5 knots (30 knots max.);
COMPLETED—1939

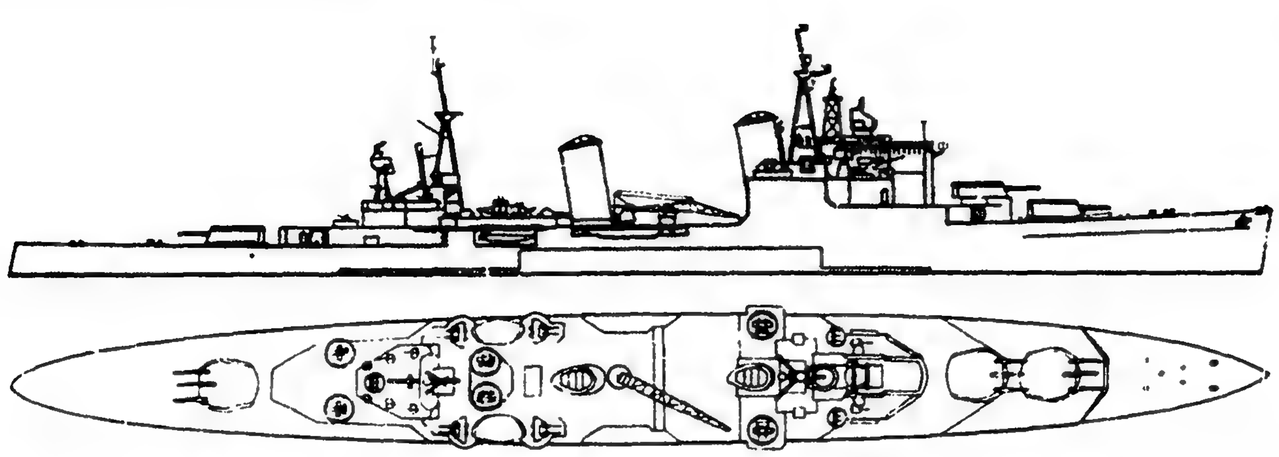


BELFAST. 1945

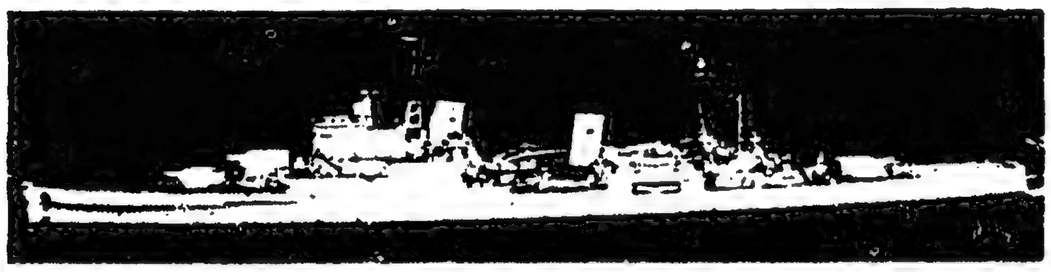
UK—CL SOUTHAMPTON Class



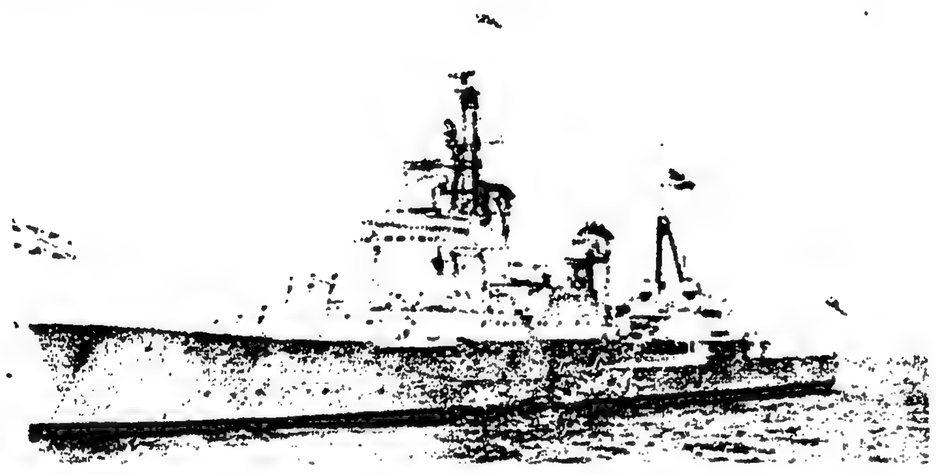
NEWCASTLE and BIRMINGHAM.



GLASGOW and SHEFFIELD.



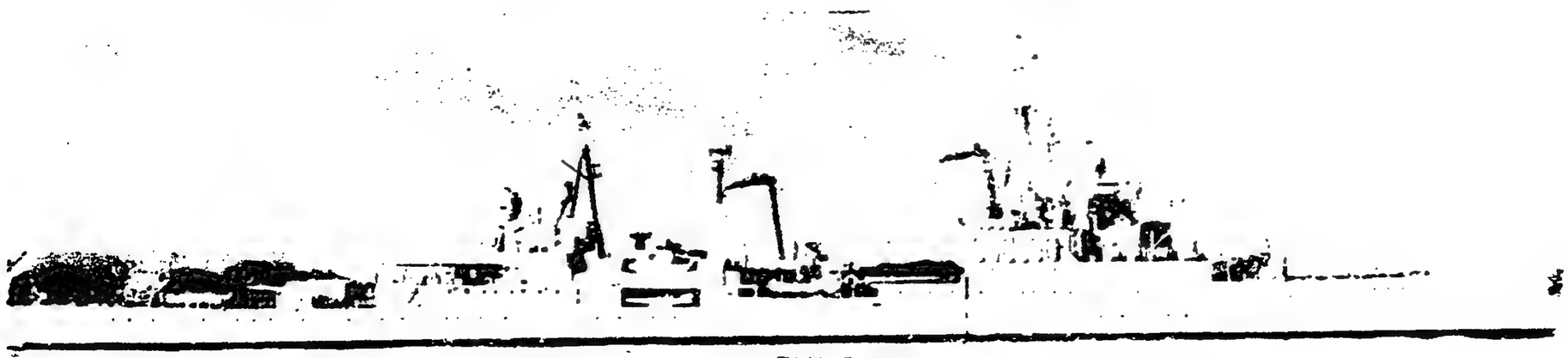
NEWCASTLE. 1952



BIRMINGHAM. 1953

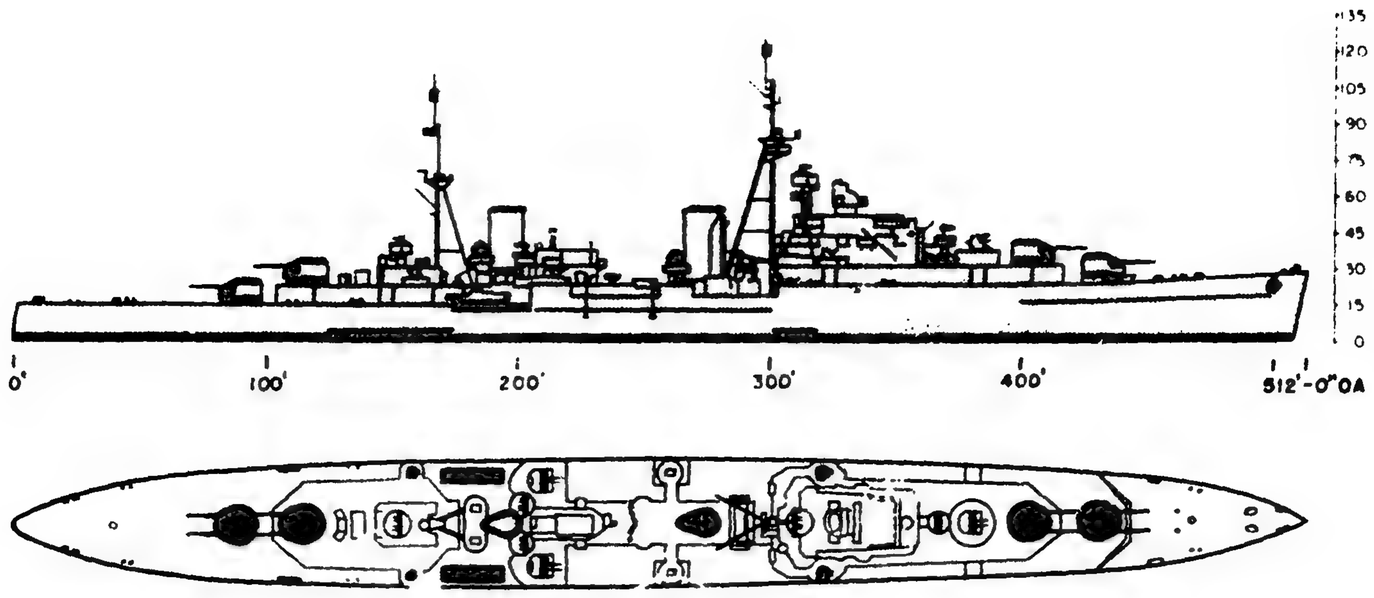
This class was authorized as sisters of the HOBART, but the general design was expanded to match the old Japanese MOGAMI and United States BROOKLYN Classes. These ships were the first British cruisers fitted with triple 6″ gun turrets and with aircraft hangars integrated with the bridge structure. At first glance these vessels have been mistaken for earlier United States cruisers. The characteristic block-bridge structure with hangar under the first stack are salient recognition features. The BIRMINGHAM has no knuckle to the flare of her bow. (Note knuckle on bow in pictures of other cruisers.)

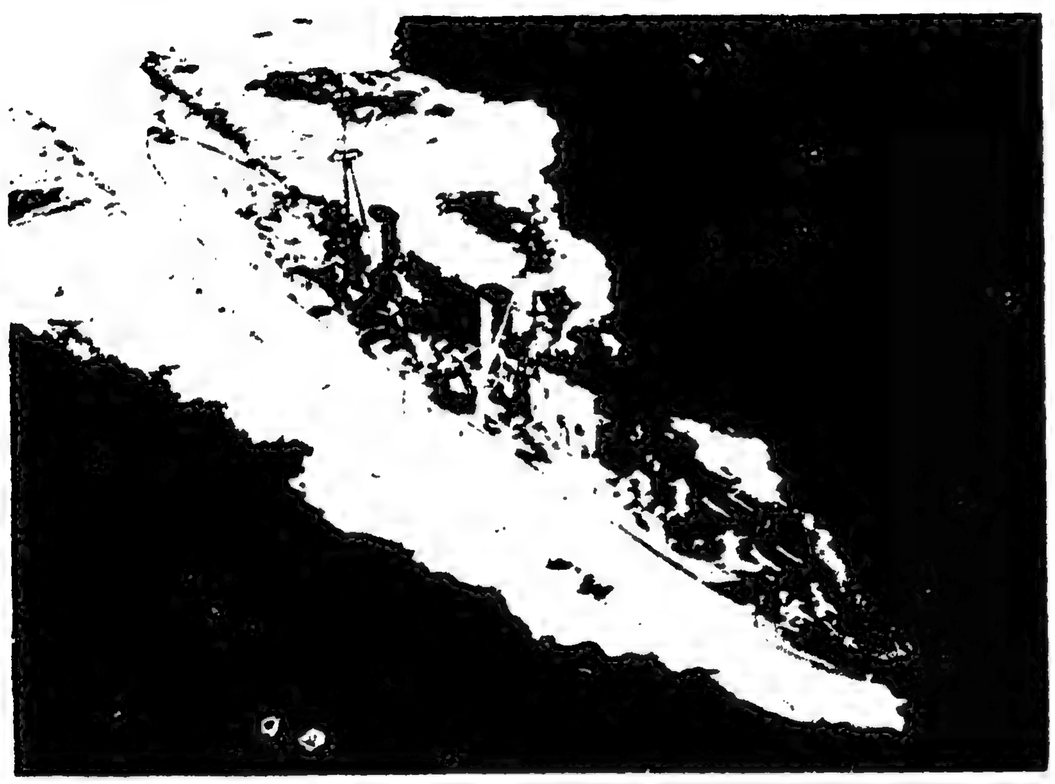
DISPL.—9,000–9,400 tons
LENGTH—591′ 6″; BEAM—64′; DRAFT—23′
ARMAMENT—9 6″; 8 4″; 6 21″ TT
SPEED—32 knots; COMPLETED—1937–38



GLASGOW. 1952

UK—CLAA "Modified DIDO" Class





ROYALIST. 1945

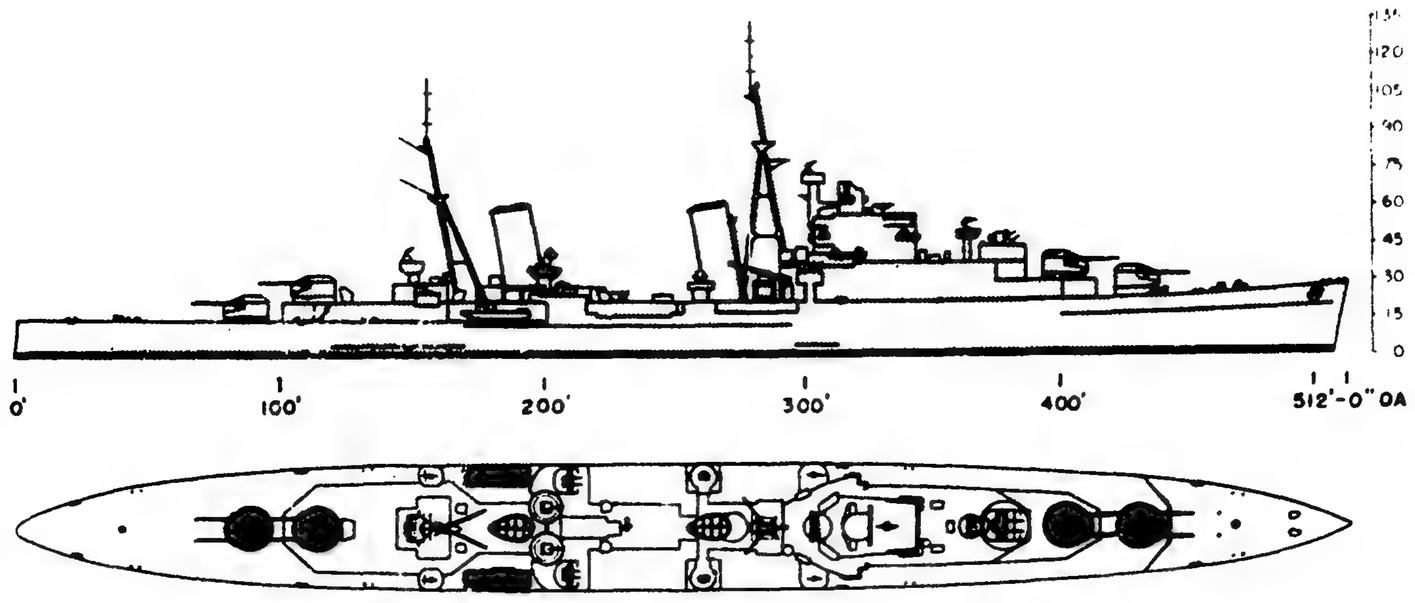
Units of this class differ recognitionally from the first six ships of the DIDO Class by their upright rather than raked stacks and masts. The shape of their turrets and the spa between after stack and mainmast differentiate these ships from HOBART, a cruiser of similar appearance in the Australian Navy. Note the step-up of the superstructure forward. Tripod masts are characteristic of British cruisers. Main battery is dual purpose.

DISPL.—5,770 tons
LENGTH—512'; BEAM —51';
DRAFT- 19'
ARMAMENT—8 5.25"; 12 40 mm AA; 6 21" TT
SPEED—32 knots; COMPLETED—1943–44



BELLONA. 1943 (Now on loan to New Zealand. Sister to British ROYALIST and DIADEM.)

UK--CLAA DIDO Class

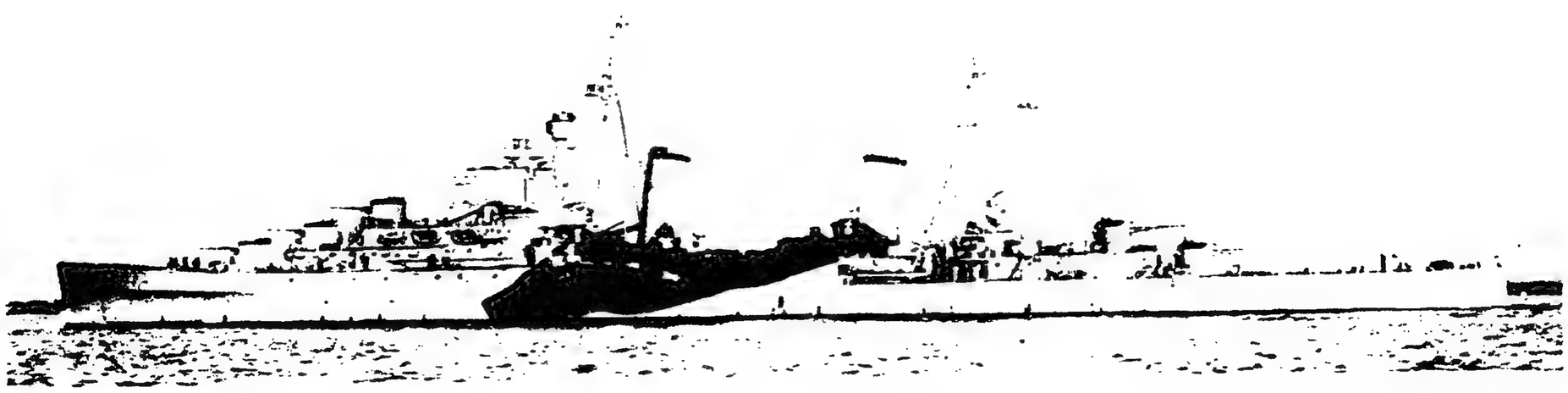




EURYALUS. 1952

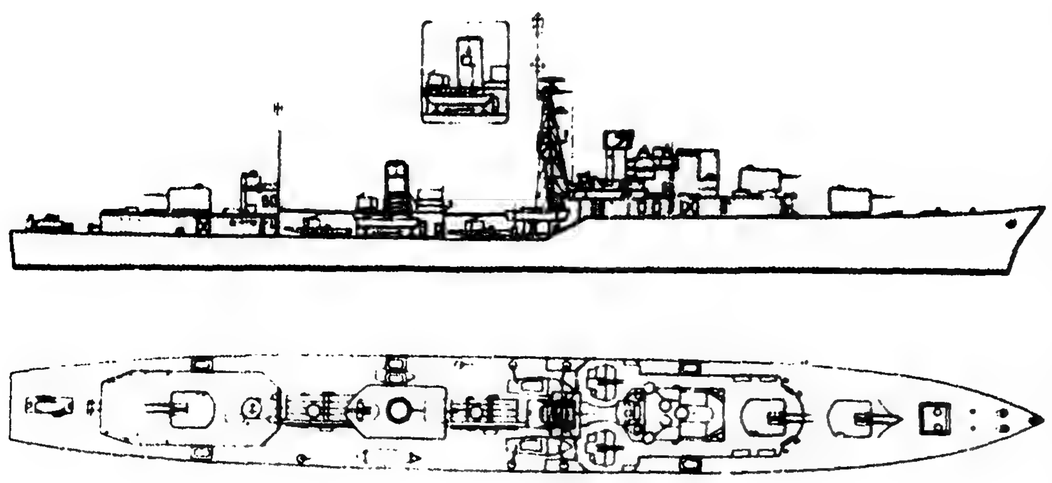
This class was designed to fill the need for fast anti-aircraft vessels and is therefore the equivalent to the U. S. OAKLAND Class light cruisers. The DIDO Class is essentially an improved ARETHUSA with five 5.25" gun twin DP turrets replacing a numerically weak 6" gun battery. All units of this class were fitted as cruiser flagships with the exception of the PHOEBE. They differ from the "Modified DIDO" Class in the raking stacks and masts, and taller silhouette. Only the DIDO and SIRIUS have the three turrets forward. Other units still have the step-up bridge but with the third turret removed.

DISPL.—5,450 tons
LENGTH—512'; BEAM—50' 6"; DRAFT—19'
ARMAMENT—8–10 5 25"; 2–12 40 mm AA; 6 21" TT
SPEED—32 knots; COMPLETED—1940–42



ARGONAUT. 1943 (High turret forward since removed.)

UK—DD DARING Class



DARING Class. circa 1952

These destroyers, the largest ever built for the Royal Navy, can perform various roles satisfactorily. All are fitted as leaders. These ships are employed as single units or in cruiser formations rather than in destroyer squadrons. This class constitutes an expansion and merging of the "Battle" and "Weapons" Classes with increased armament. A distinctive British feature is the placing of the aftermost main battery mount atop a deckhouse instead of on the main deck. Comparable to the "Weapons" Class DDE in mast and stack appearance, the DARINGS have two thin stacks with the forward one encased in and almost completely hidden by a trellis foremast. Two units, DARING and DIANA, have a somewhat larger and more tapered after stack. Another notable feature of this class is the semi-clipper bow.

DISPL.—2,610 tons

LENGTH—390′; BEAM—43′; DRAFT—12′ 6″

ARMAMENT—6 4.5″ DP; 6 40 mm AA; 10 21″ TT; 1 ahead-throwing weapon (squid)

SPEED—34.75 knots; COMPLETED—1952–54



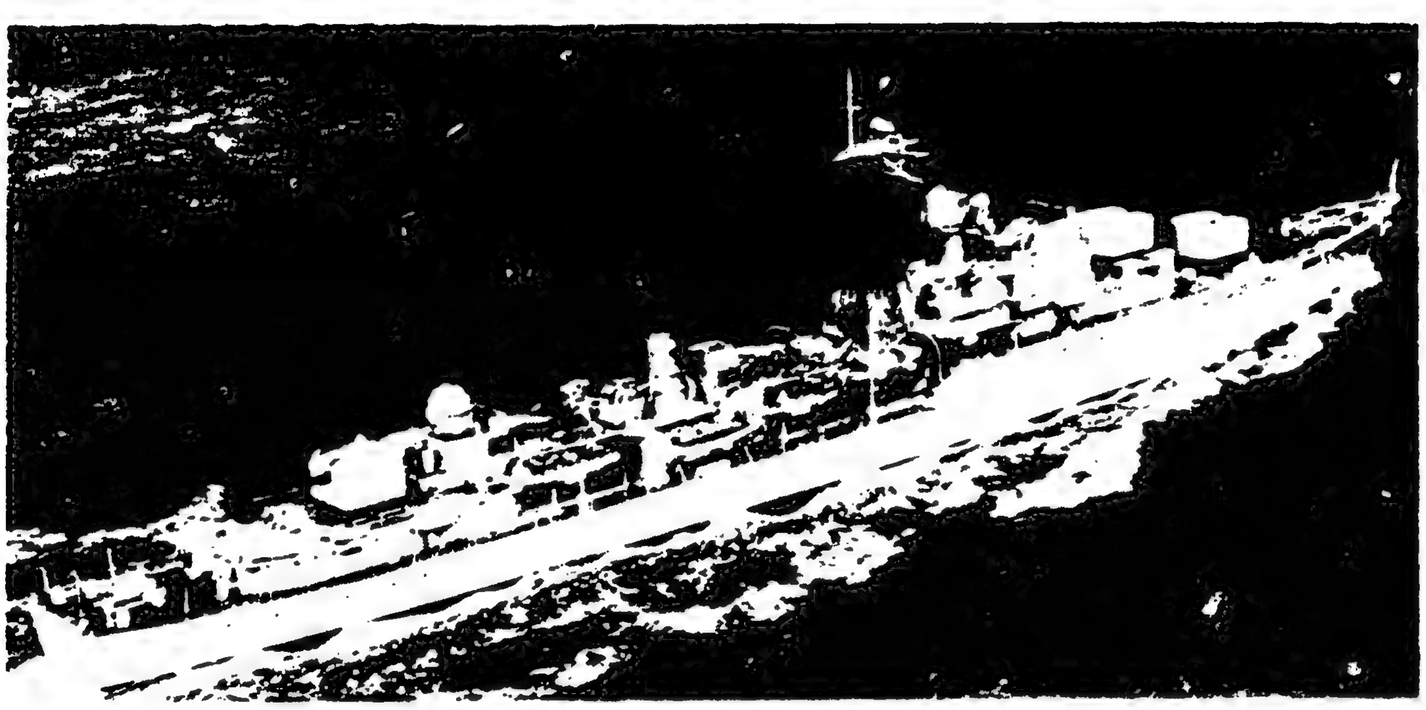
DARING. 1953



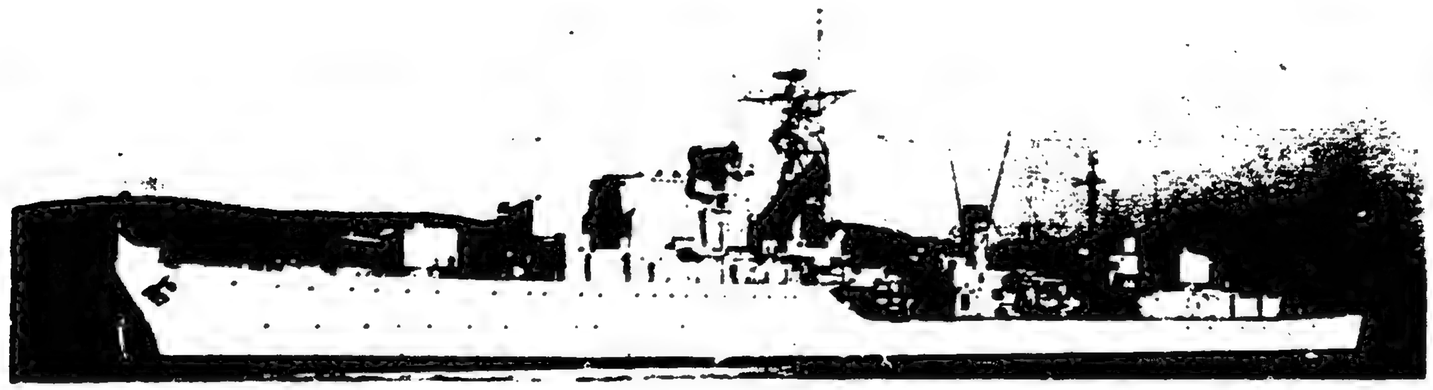
DUCHESS. 1952



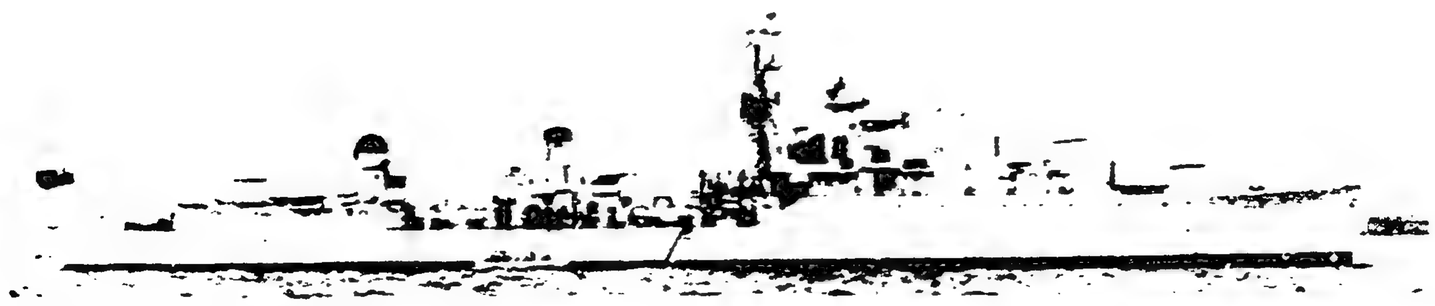
DARING. 1953



DARING Class. circa 1952

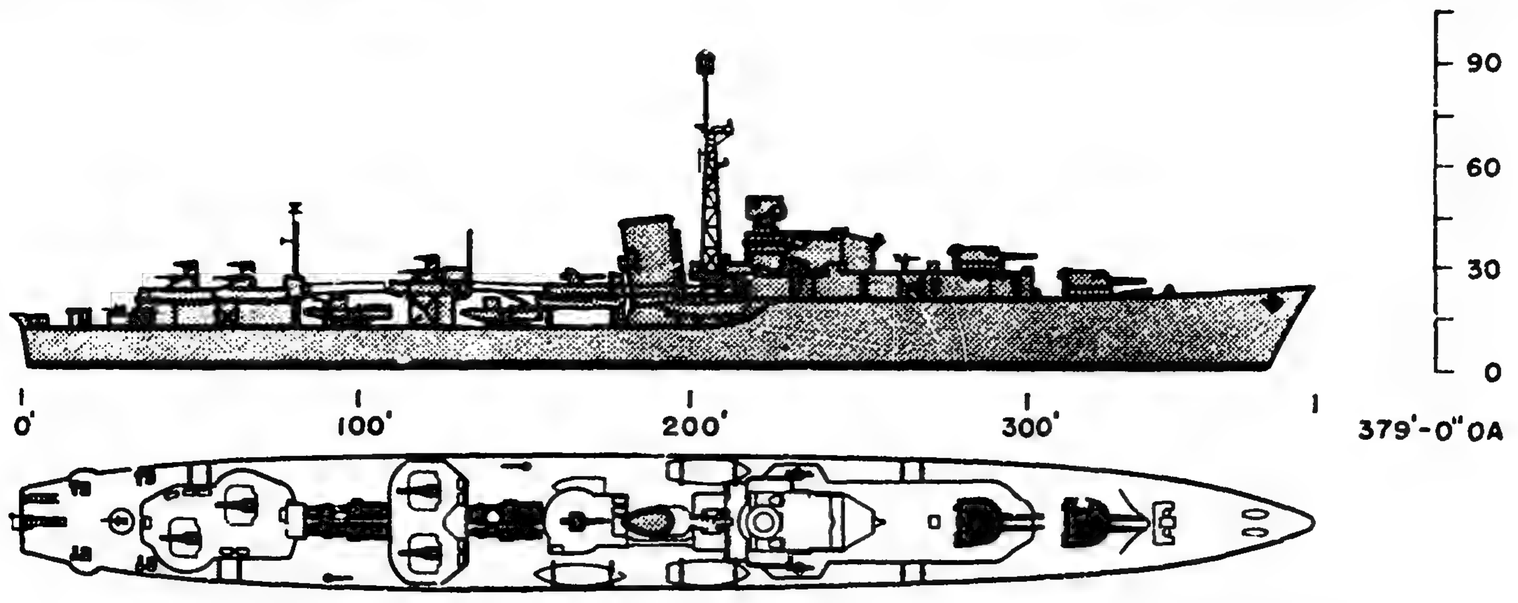


DIAMOND. 1952



DARING Class. circa 1952

UK—DD "Battle" Class

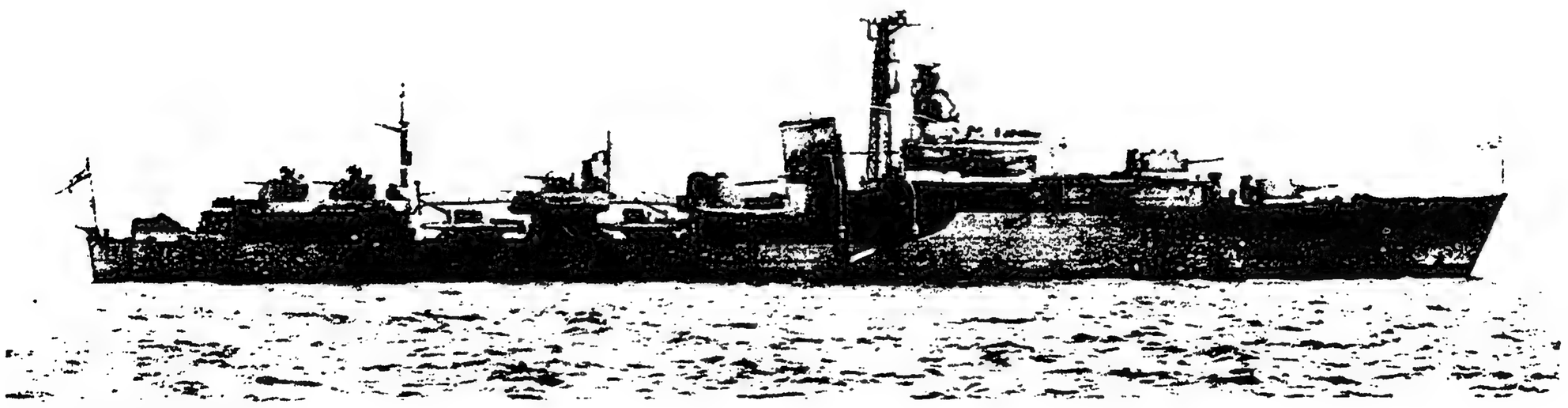


Comparable to the U. S. FLETCHER and SUMNER Classes in dimensions and displacement, the "Battle" Class destroyers appear to be a continuation of the LAFOREY and JAVELIN Classes. These units were designed as long-range antiaircraft fleet screening vessels, but they lack direct fire astern. The high freeboard and long forecastle make for good seagoing qualities. The early "Battle" Class destroyers were equipped with four 4.5″ guns in twin mounts forward. Later units have a fifth 4.5″ gun mounted single abaft the stack. The unusually low and long bridge superstructure, as well as the absence of heavy guns aft, are recognition features. This class differs from the "Emergency" and "Intermediate" Classes primarily in size, freeboard, and armament.

DISPL.—2,315–2,400 tons
LENGTH—379′; BEAM—40′;
DRAFT—17′ 6″
ARMAMENT—4–5 4.5″ DP; 0–1 4″;
8–10 40 mm AA; 8–10 21″ TT
SPEED—35.75 knots; COMPLETED
—1945–48

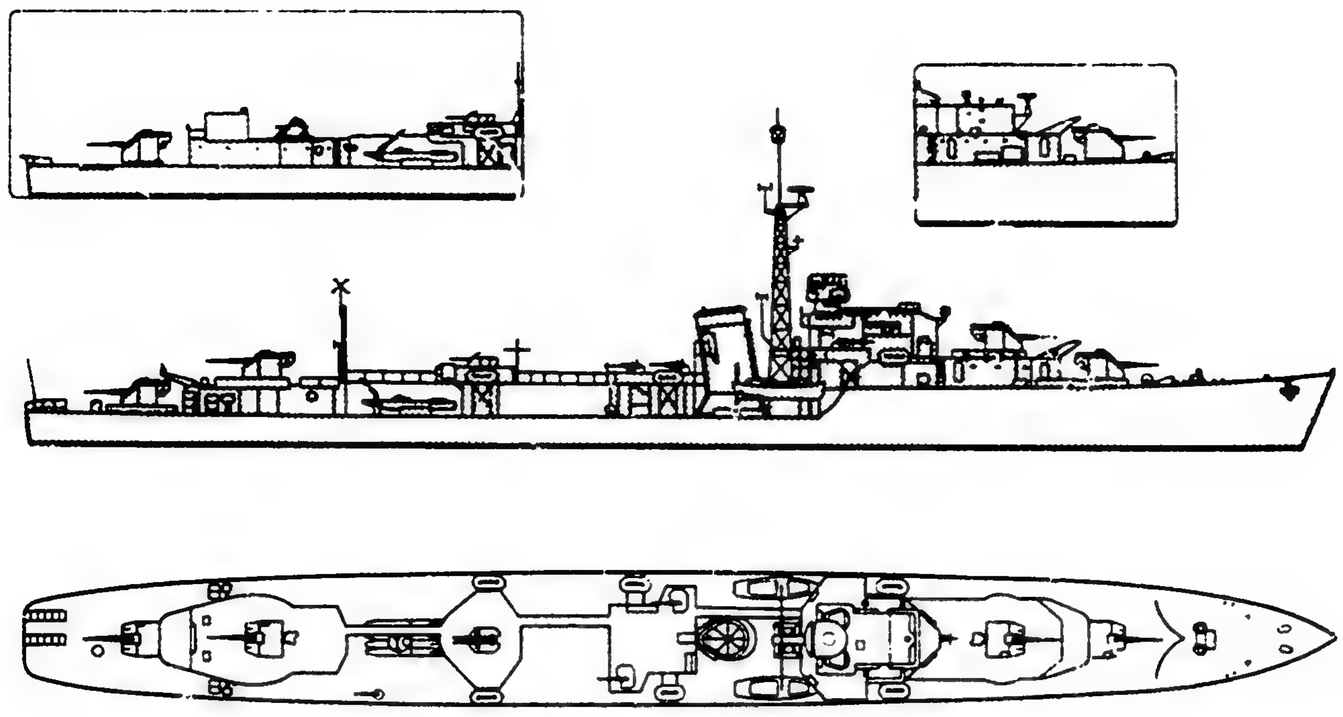


MATAPAN. 1947

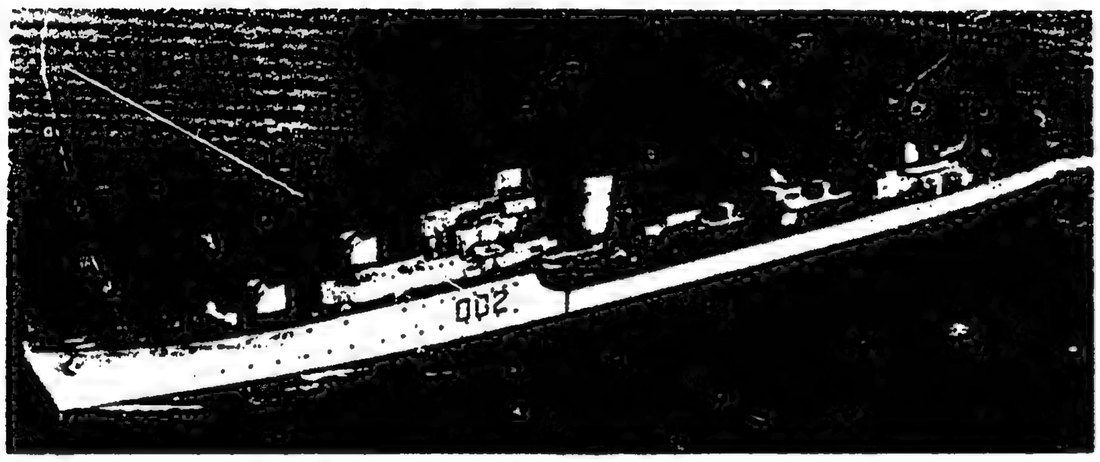


DUNKIRK. 1946

UK—DD "Emergency" Class



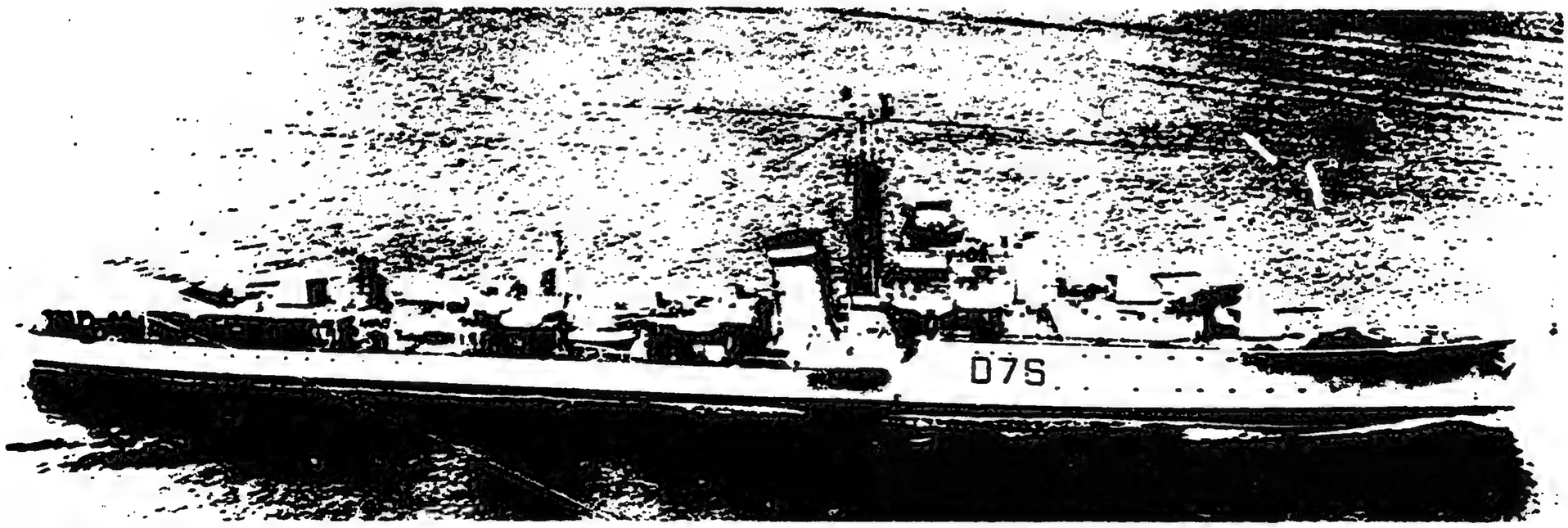
INSERTS: LEFT—CONSORT. RIGHT—CREOLE.



"Emergency" Class. circa 1952

This class of destroyers, sometimes referred to as the "C" Class, is an emergency war design. At present there are many variations in appearance between individual units, since they are being modernized and refitted for antisubmarine work. Most of these appearance differences are due to armament variations, as shown above. Nearly all ships have a tall slender trellis foremast, a single raked stack, and a large director on the bridge.

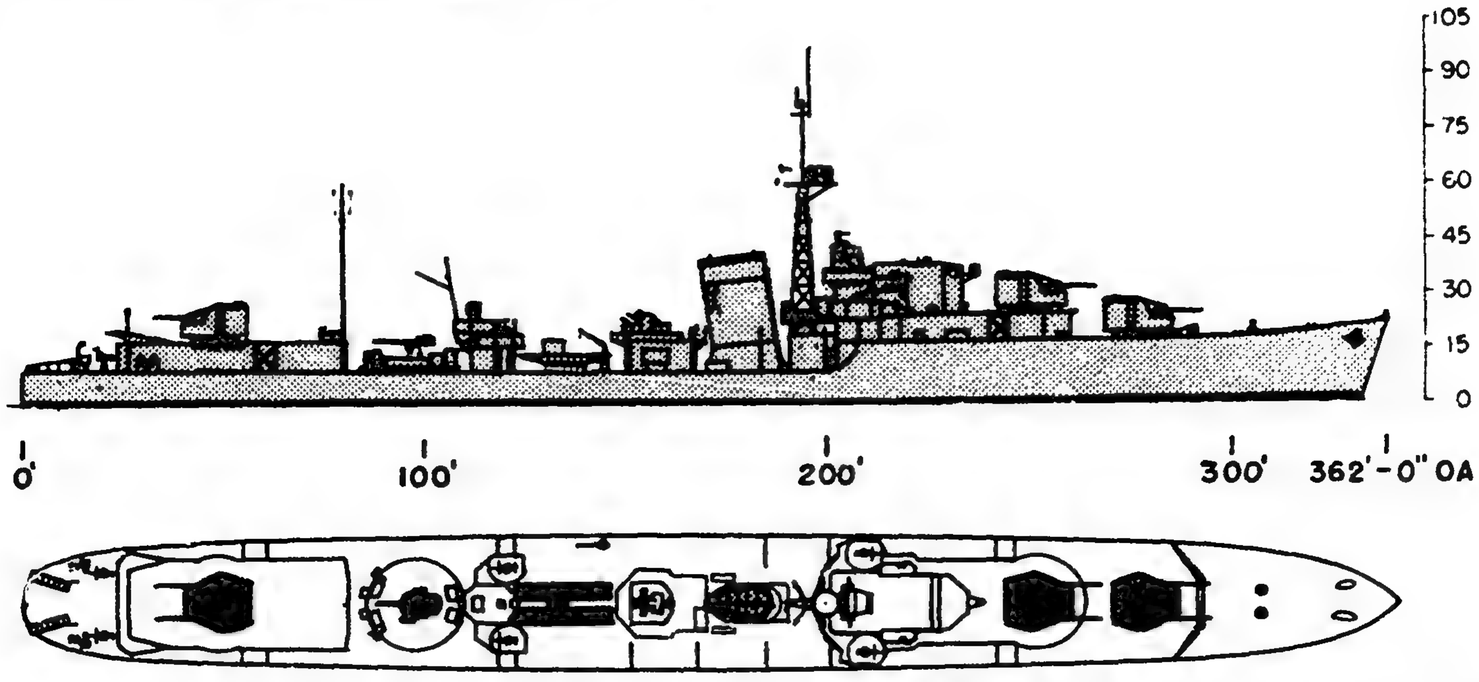
DISPL.—1,710–1,730 tons
LENGTH—363′; BEAM—36′;
DRAFT—16′
ARMAMENT—2-4 4.5″ DP; 2-7 40 mm AA; 4 21″ TT (minor armament varies)
SPEED—36.75 knots (31 knots max.);
COMPLETED—1944-46



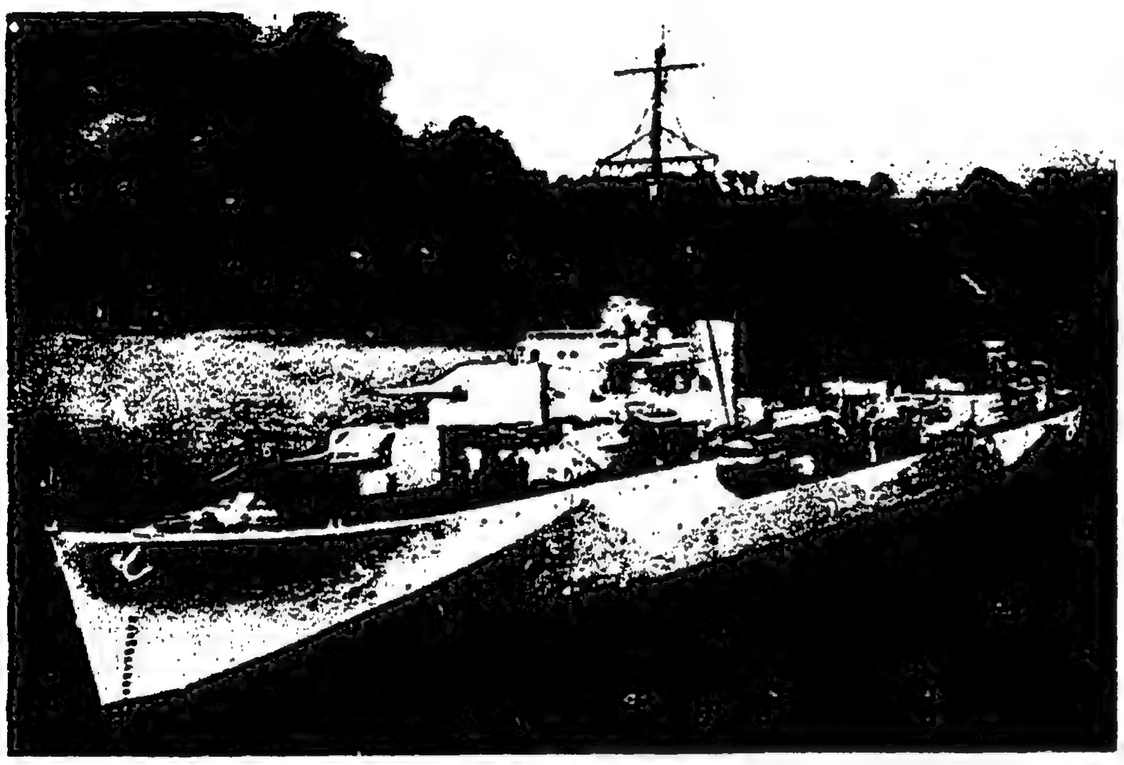
"Emergency" Class. circa 1952

343149 O—55——7

UK—DD LAFOREY, JAVELIN Classes



LAFOREY Class. Note enclosed gun mounts.



MILNE (LAFOREY Class) 1942. (Note enclosed gun mounts. TRELLIS mast since fitted.)

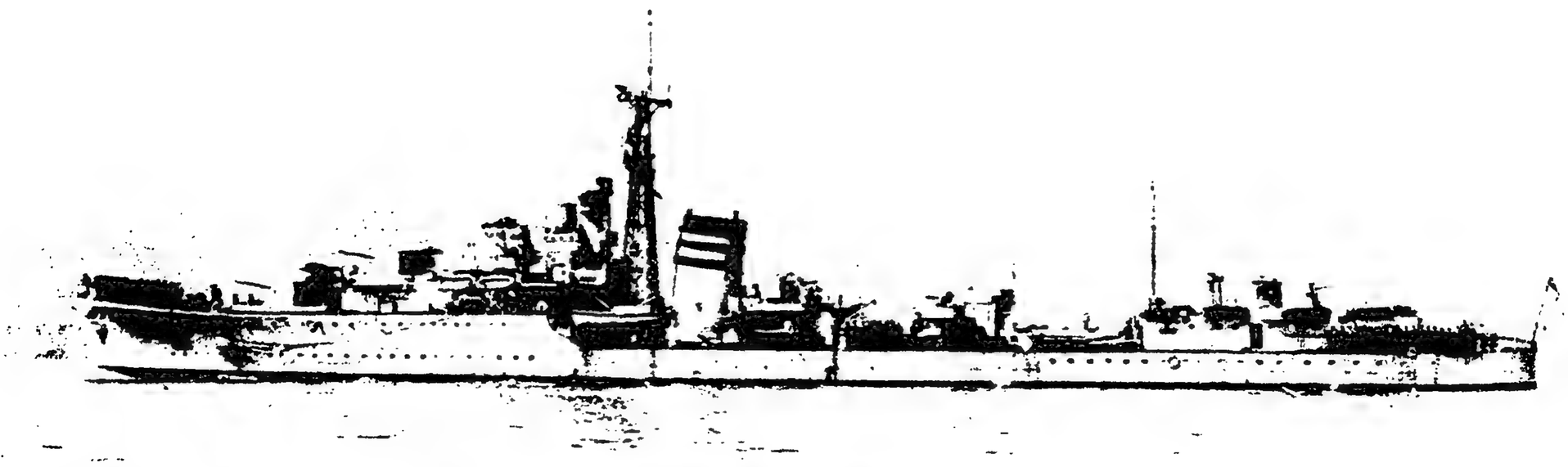
JAVELIN is a reduced version of the "Tribal" Class and is intended for regular fleet duties. The slightly enlarged LAFOREY Class is recognitionally similar to the JAVELIN Class with the exception of the gun mounts, LAFOREY being the first class to introduce the enclosed gun mounts on British destroyers. Like most British destroyers, these classes have a trellis foremast, broken deck, and single stack. Units in these classes have a rounded stern which differs from the later squared-off stern destroyers. The after gun mount is located on top of a deck house in both classes.

DISPL.—1,760–1,935 tons

	LENGTH	BEAM	DRAFT
JAVELIN	356′	36′	17′
LAFOREY	362′	37′	17′

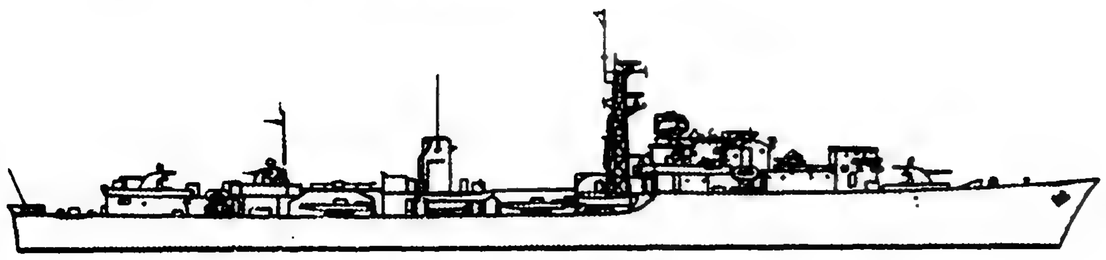
ARMAMENT—6 4.7″; 0–1 4″ DP; 4 40 mm AA; 0–10 21″ TT (armament varies)

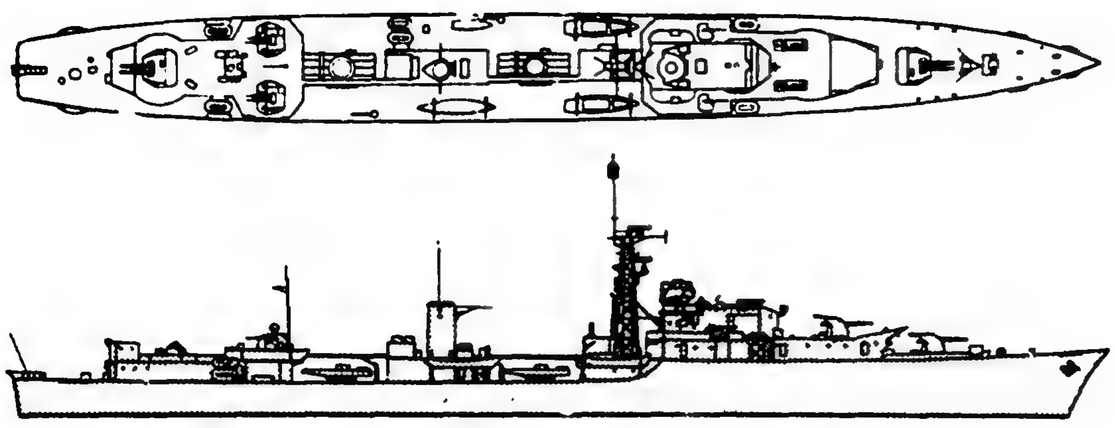
SPEED—36 knots; COMPLETED—1940–42



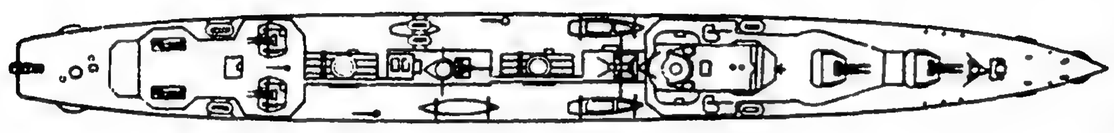
JERVIS (JAVELIN Class). Note shielded gun mounts. 1945

UK—DDE "Weapons" Class





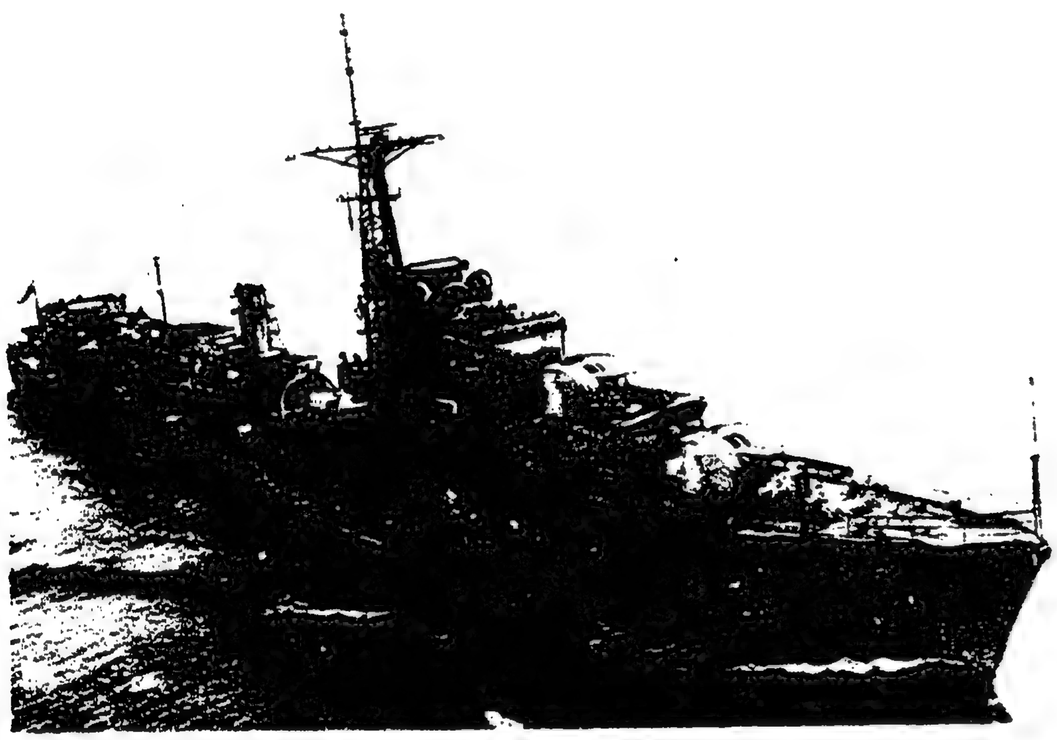
BATTLEAXE/BROADSWORD



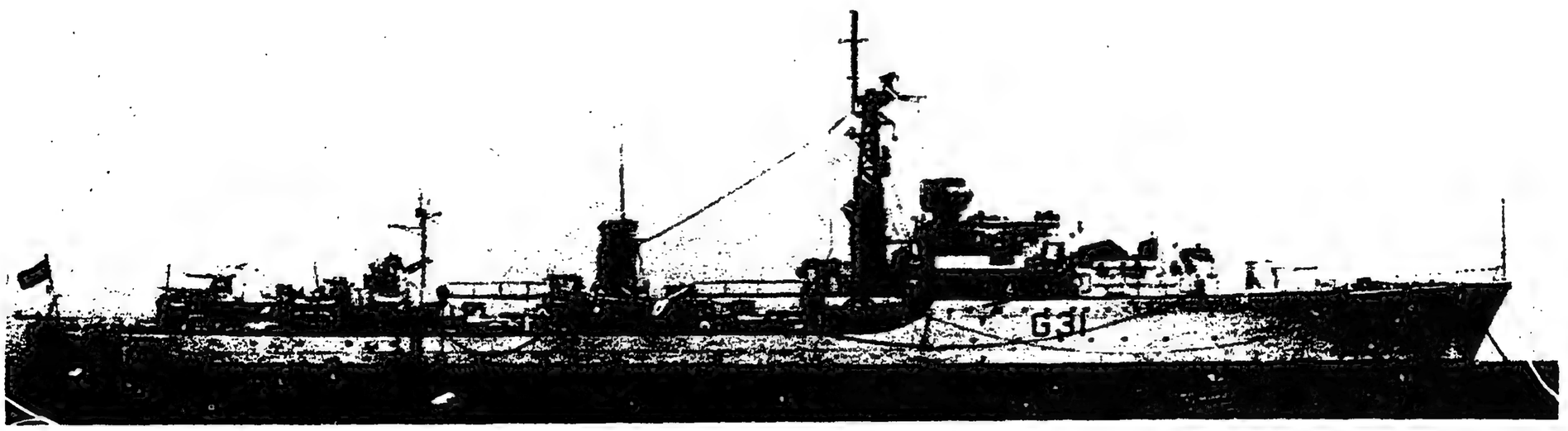
CROSSBOW/SCORPION

A notable recognition feature of the DDE "Weapons" Class is the forward stack, a tall thin pipe with a curved top, completely encased within the slender trellis foremast. These vessels have a dual purpose main battery, but are primarily intended for antisubmarine duties and are officially known as "Fleet Antisubmarine Destroyers." Of four units in the class, two have a pair of twin 4″ gun mounts forward and ASW ahead-throwing weapons aft. The other two units have ahead-throwing weapons in place of the high forward 4″ gun mount.

DISPL.—1,980 tons
LENGTH—365′; BEAM—38′; DRAFT—17′
ARMAMENT—4 4″ DP; 6 40 mm AA; 10 21″ TT (2 ahead-throwing weapons)
SPEED—34 knots; COMPLETED—1947–49

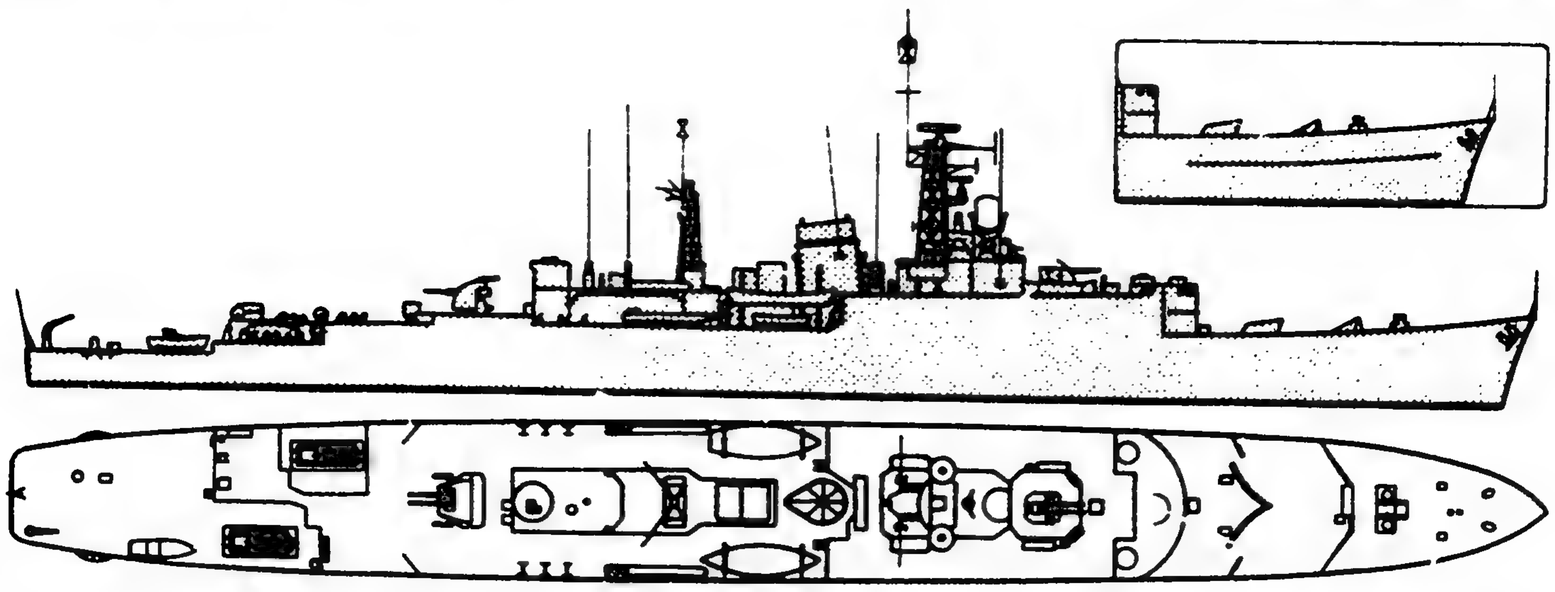


SCORPION. 1948

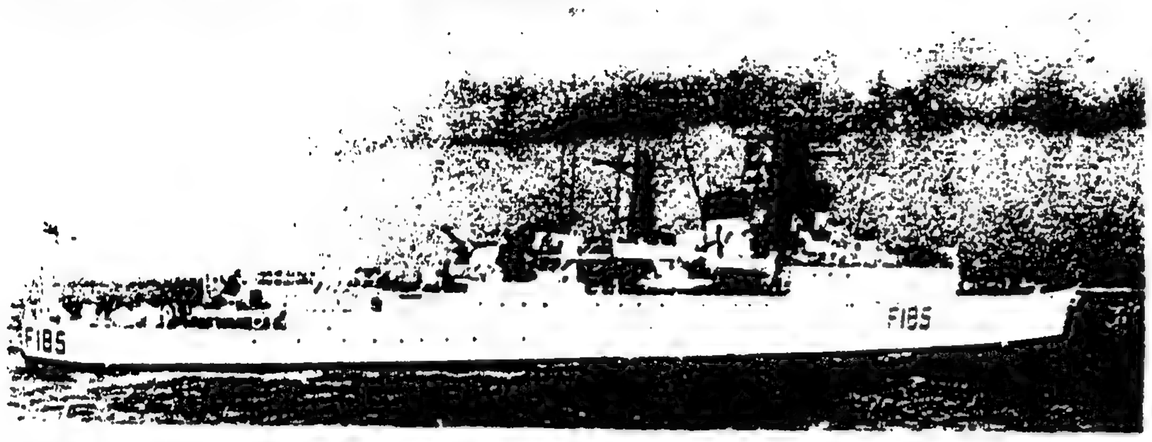


BROADSWORD. 1948 (Note forward stack)

UK—DDE ROCKET Class



Insert shows bow variation.



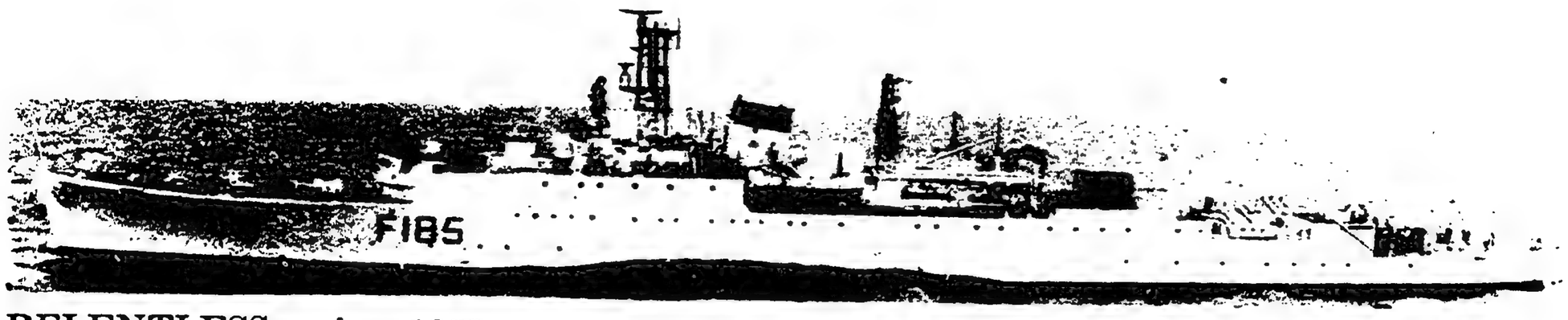
RELENTLESS. circa 1953

Units of the DDE ROCKET Class are former "Emergency" Class fleet destroyers. Converted in recent years to escort destroyers, they are now used as fast antisubmarine vessels. During their conversion these ships were stripped to the bare hulls and then rebuilt with new superstructures, masts, stacks, and weapons. To reduce topside weight, extensive use was made of aluminum. Recognition characteristics include a short wide raked stack, two short trellis masts, and exceptionally high freeboard.

DISPL.—1,710 tons (prior to conversion)
LENGTH—358′-363′; BEAM—36′; DRAFT—16′
ARMAMENT—2 4″ DP; 2 40 mm AA; 2 ahead—throwing weapons (squid); (RELENTLESS fitted with 2 21″ fixed single TT)
SPEED—34 knots (30 knots max.); COMPLETED—1942-44
CONVERTED—1952—

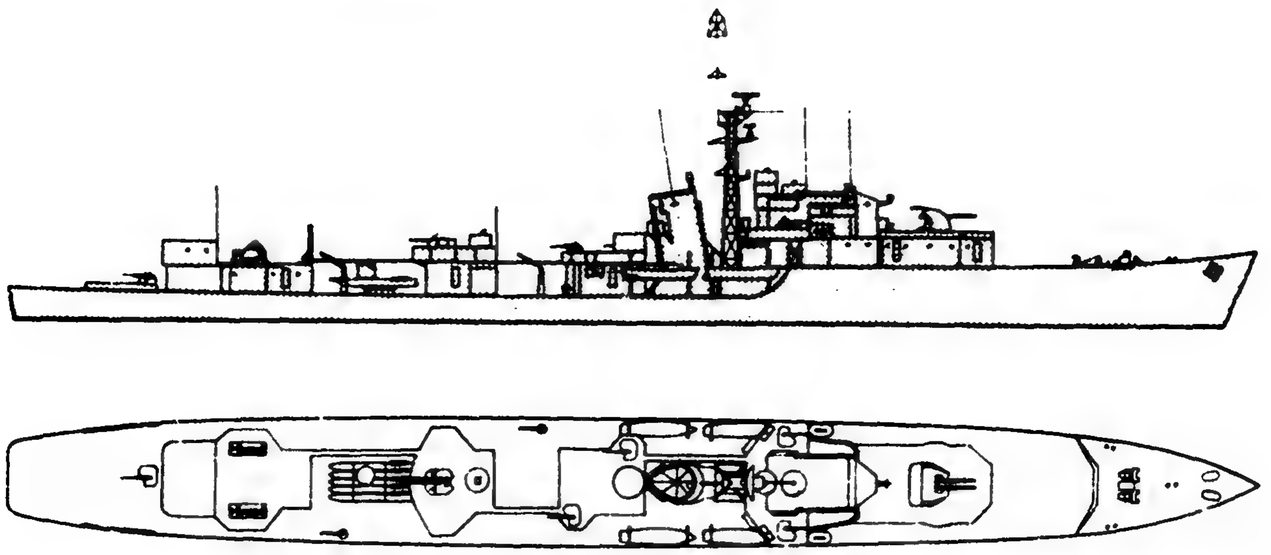


ROCKET. circa 1953



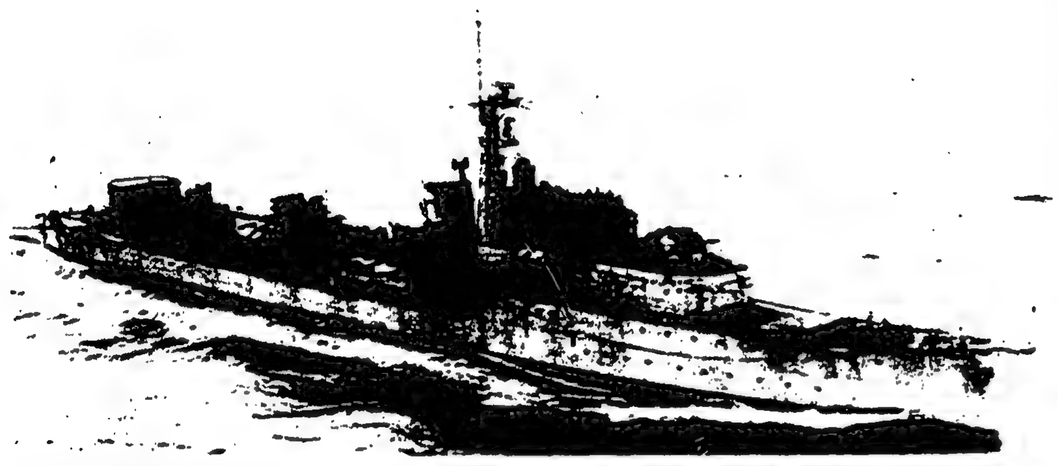
RELENTLESS. circa 1953

UK—DDE TENACIOUS Class



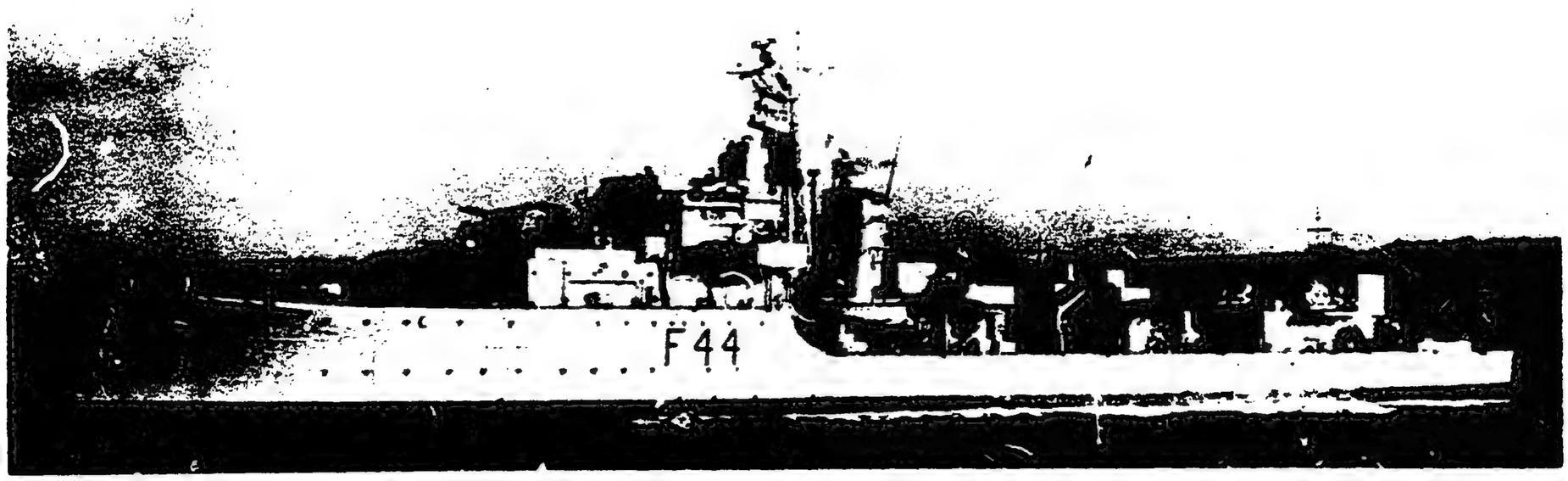
TENACIOUS Class escort destroyers were originally units of the "Emergency" and "Intermediate" Classes of general purpose destroyers. They have undergone a limited conversion for antisubmarine work. This conversion has provided fast vessels with reasonably good antisubmarine qualities in less time and at less expense than were required for the ROCKET Class full conversion. There are currently seven ships in this class. They have a short trellis foremast, raked stack, one twin 4″ mount forward, and one quad 21″ TT mount aft.

DISPL.—1,710 tons (prior to conversion)
LENGTH—363′; BEAM—36′, DRAFT—16′
ARMAMENT—2 4″ DP; 7 40 mm AA; 4 21″ TT 2 ahead-throwing weapons (squid)
SPEED—34 knots (31 knots max.); COMPLETED—1943-44; CONVERTED—1952–

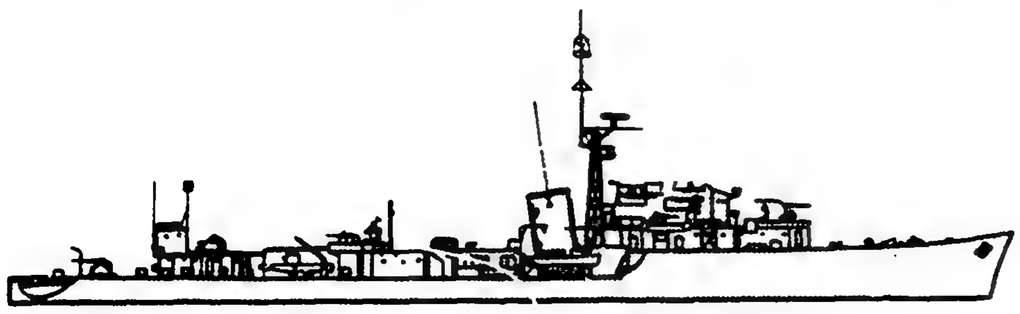


DDE TENACIOUS. 1953

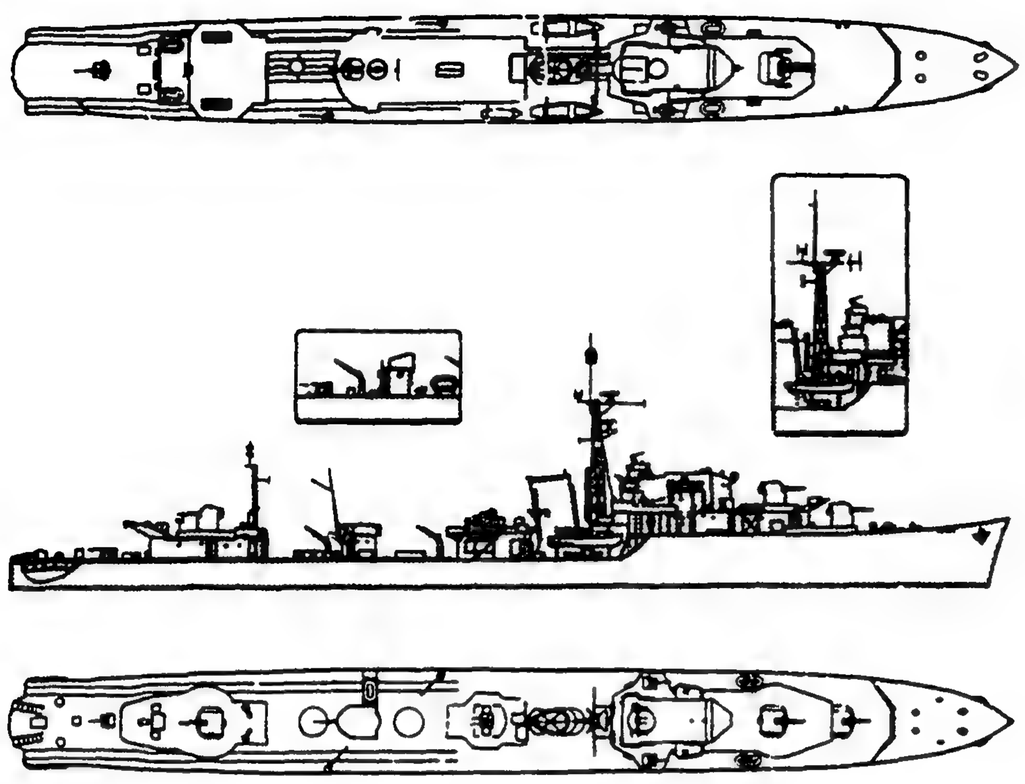
DDE TENACIOUS. circa 1953



UK—DDE "Intermediate" Class and "Intermediate" Class DM Conversions



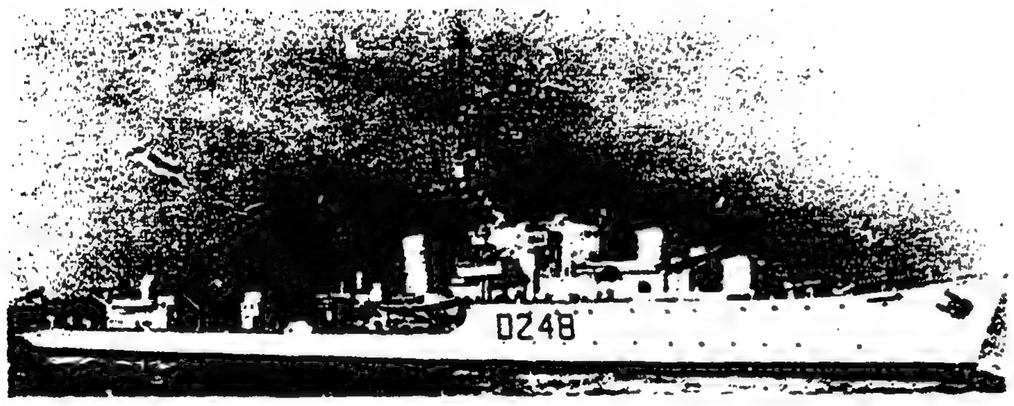
DDE "Intermediate" Class



"Intermediate" Class DM Conversions

All of these ships were originally general purpose destroyers with mainbattery in single mounts. They were hastily built as an emergency measure to bolster the strength of the British destroyer flotillas in the shortest possible time and should not be considered a normal link in British destroyer development. They are used as fast escorts or minelayers. The former, typed DDE, are ORWELL, PETARD, and PALADIN, and the latter (DM), are OBDURATE, OBEDIENT, and OPPORTUNE. Appearancewise the two classes differ mainly in armament; whereas the DDE has one twin 4″ gun mount forward, the DM conversion has three single 4″ gun mounts (two forward and one aft). The DDE has torpedo tubes, while the DM Conversion has no torpedo tubes, but does carry mines. In other ways they are similar with their trellis foremasts, and single wide raked stacks.

DISPL.—1,540 tons
LENGTH—345′; BEAM—35′; DRAFT—16′
ARMAMENT—2-3 4″ DP; 2-6 40 mm AA; 4 21″ TT (in some)
SPEED—(34 knots max.); COMPLETED—1941-42; CONVERTED—1952-54

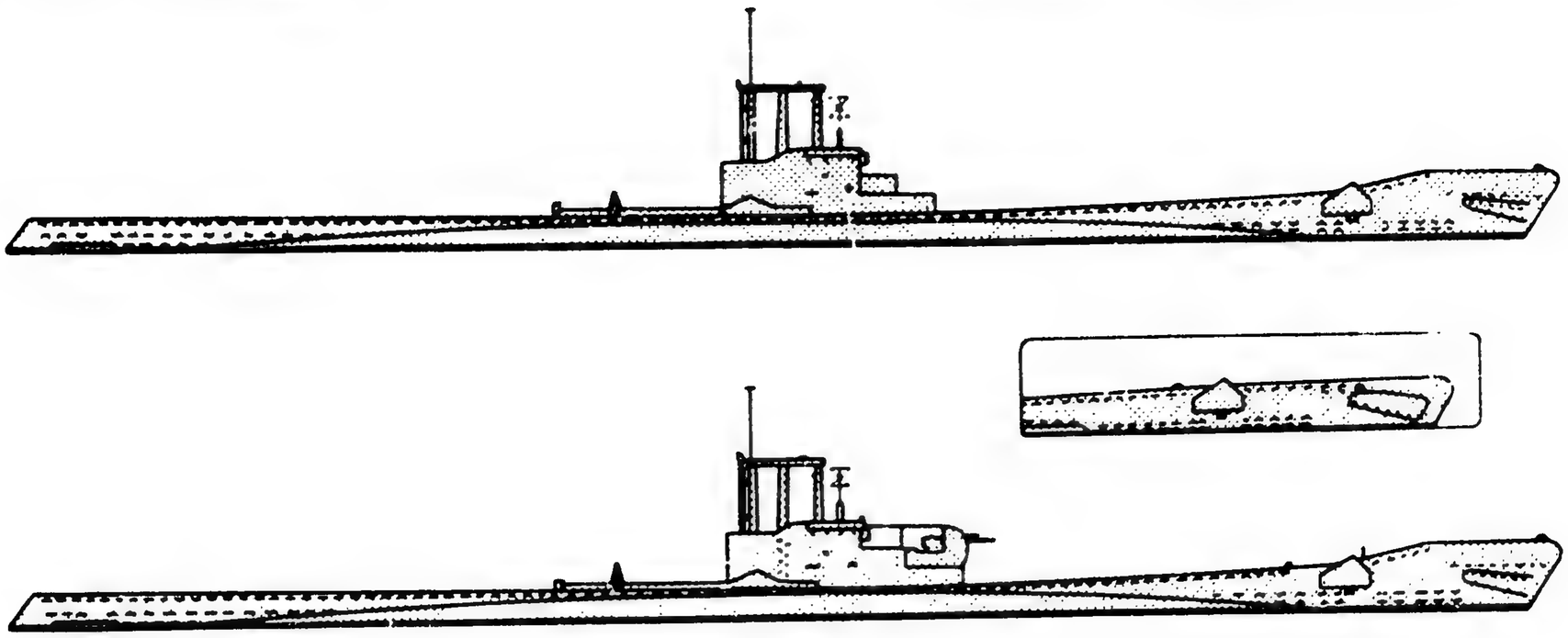


DM OBEDIENT. circa 1952

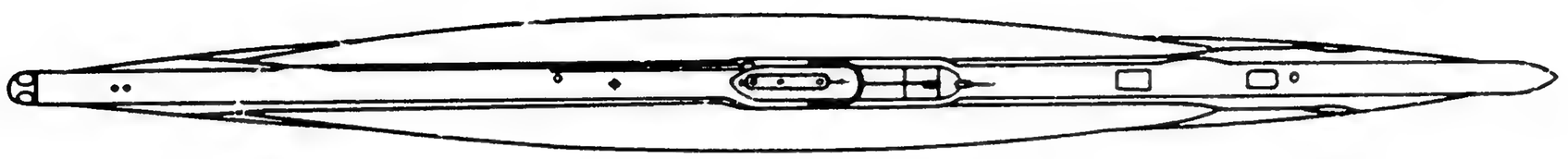


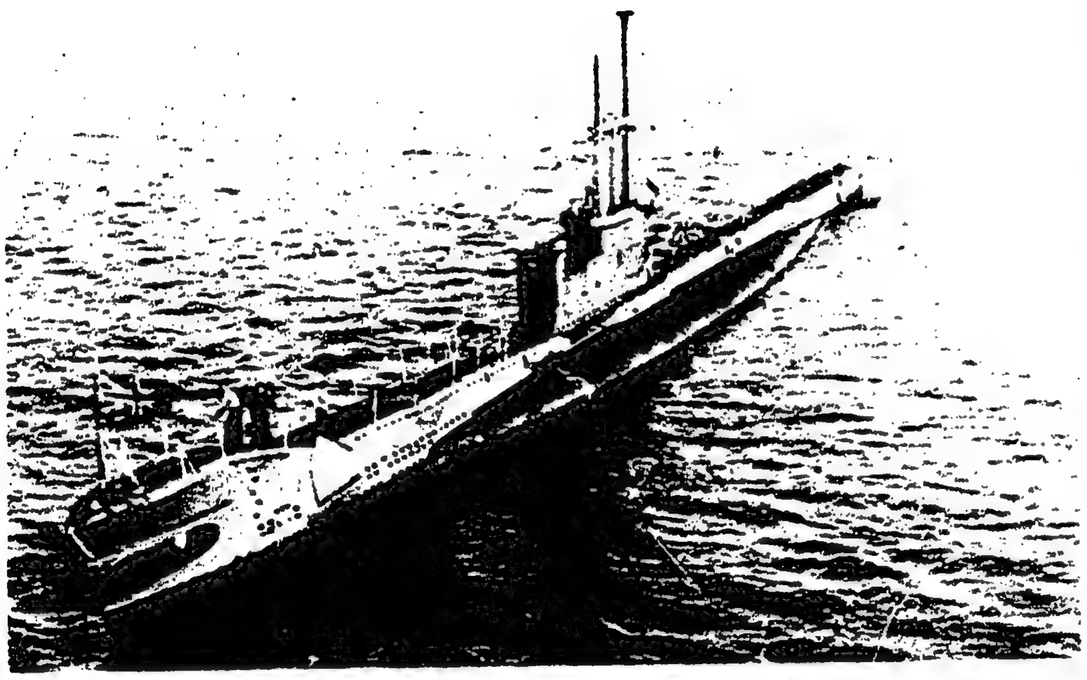
DDE ORWELL. circa 1953

UK—SS "A" Class



Insert is AMPHION.

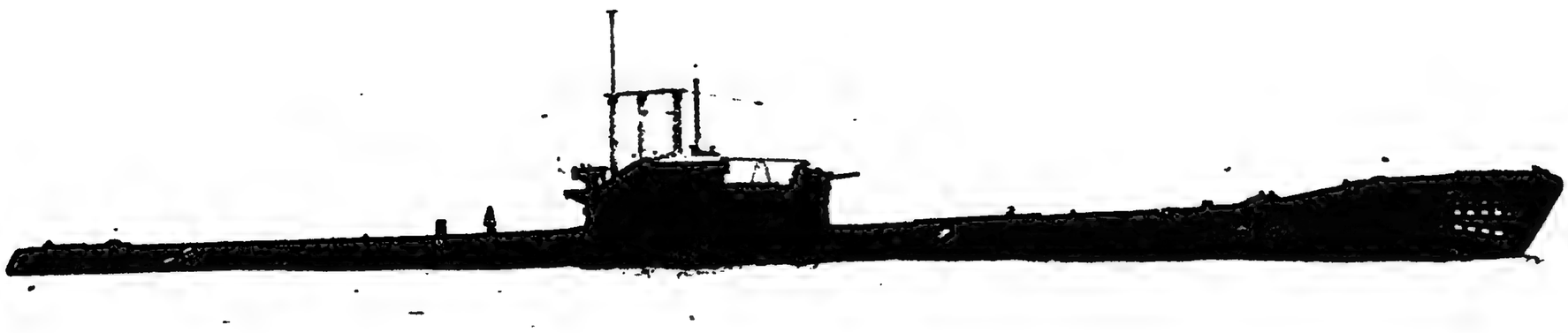




"A" Class. circa 1953

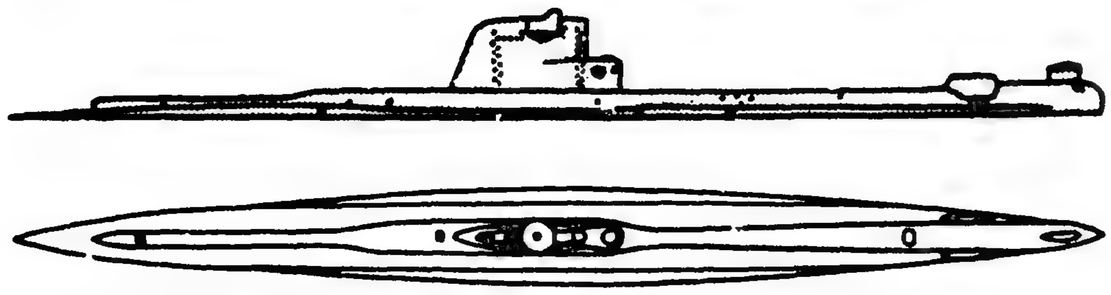
British submarines can be identified chiefly by the "gallows" or "goal post" periscope shears and very narrow superstructure decks. The "A" Class, however, differs slightly in that they have three prominent periscopes. Another distinctive feature of this class is the sharp rise in the deck at the bow. These units were reported to have been designated for service in the Pacific and have a different hull shape than the "T" Class. Some were painted a deep shade of sea-green, but this was probably for experimental purposes.

DISPL.—1,120 tons
LENGTH—282′; BEAM—23′; DRAFT—17′
ARMAMENT—0–1 4″; 10 21″ TT
SPEED—10 knots (surface), 8 knots (submerged); COMPLETED—1945–48

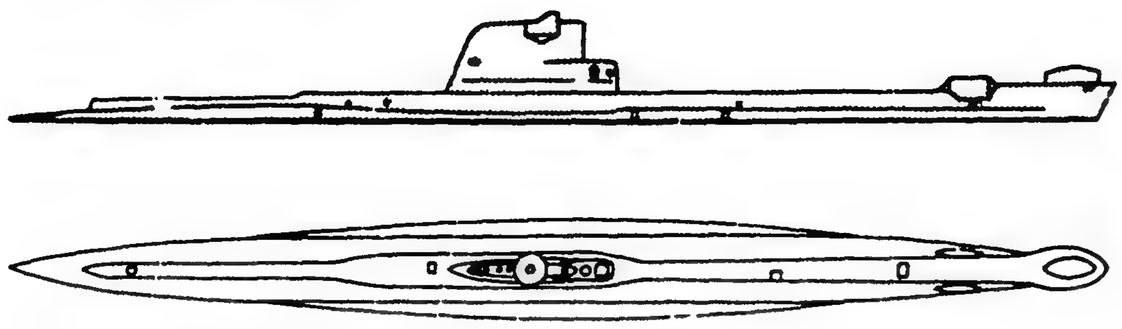


"A" Class. circa 1953

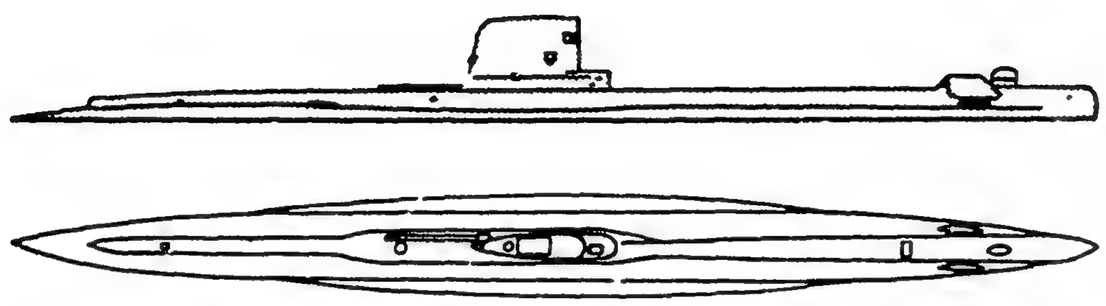
UK—SS "T Conversions" and TRITON Class



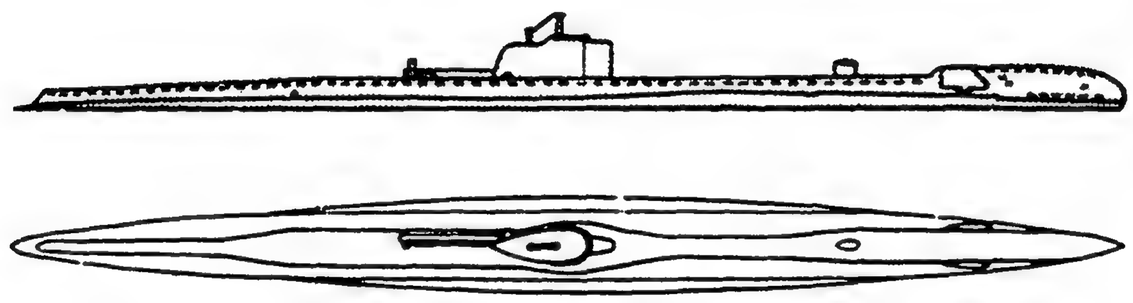
"T Conversion".



"T Conversion". (Note bulbous bow)



TIRELESS (TRITON Class).



TRADEWIND (TRITON Class).

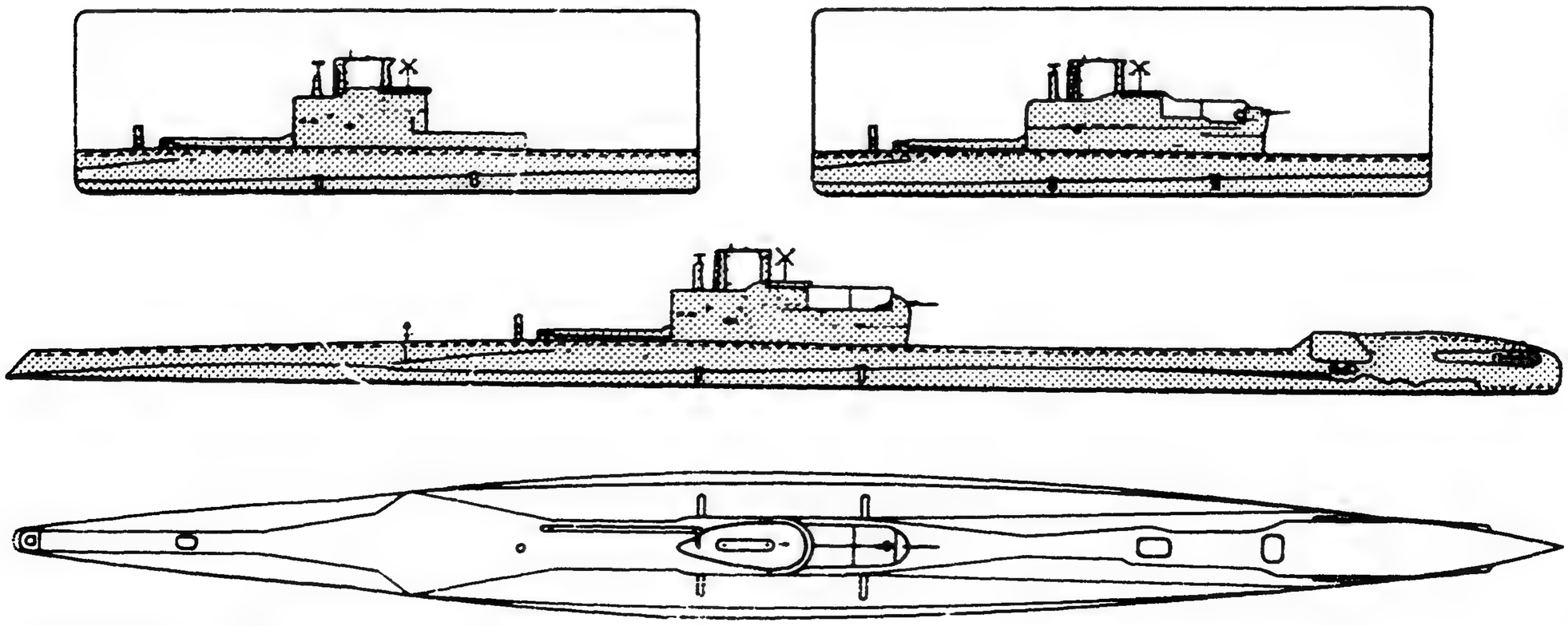
These submarines have hulls of saddle tank design. From the air their narrow upper decks are recognition features of all British submarines, and of a great many Russian submarines. The snorkel is located immediately abaft the conning tower in TRITON Class units; "T Conversion" units, which are "Guppy" modifications of the TRITON Class, have no snorkels in this position. There is a considerable difference in appearance between units which is evident in the illustrations.

"T Conversion"

DISPL.—1,200 tons
LENGTH—283′; BEAM—27′; DRAFT—12′
ARMAMENT—Internal 21″ TT
SPEED—15 knots (surface); 15 knots (submerged); COMPLETED—1944–46; CONVERTED—

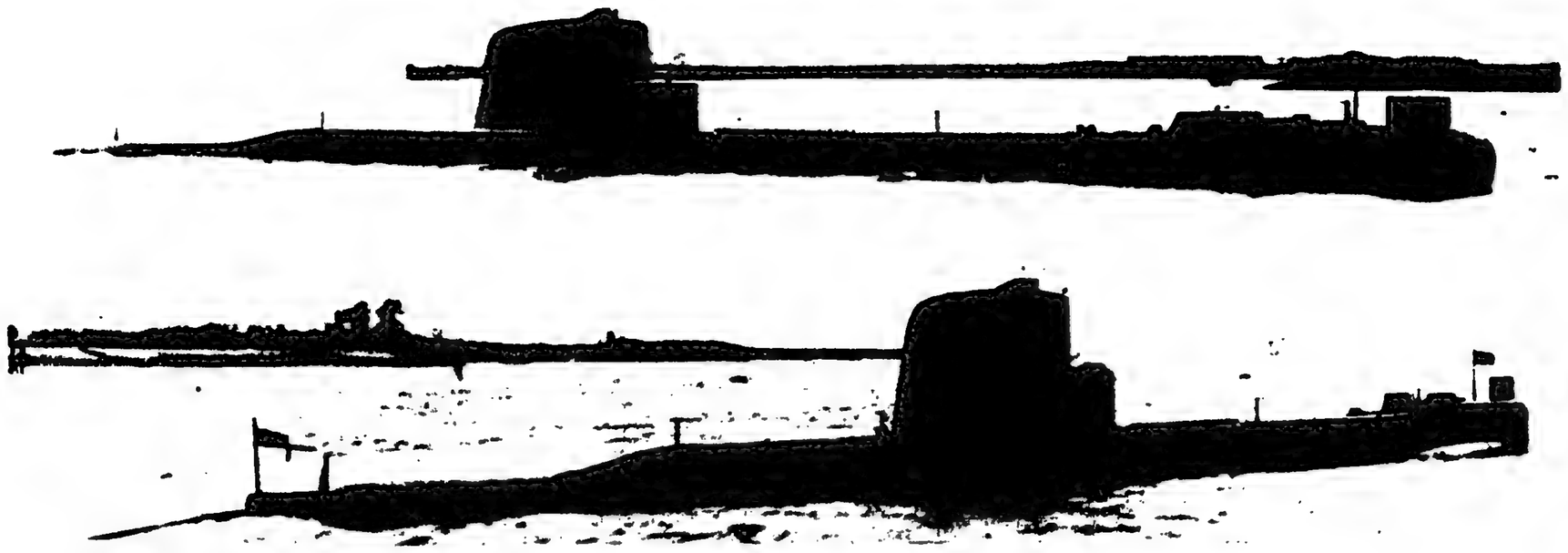
TRITON Class

DISPL.—1,090 tons
LENGTH—273′ 6″; BEAM—26′ 6″; DRAFT—12′
ARMAMENT—0–1 4″; 6–11 21″ TT
SPEED—15 knots (surface); 9 knots (submerged); COMPLETED—1942–45



Variations of TRITON Class.

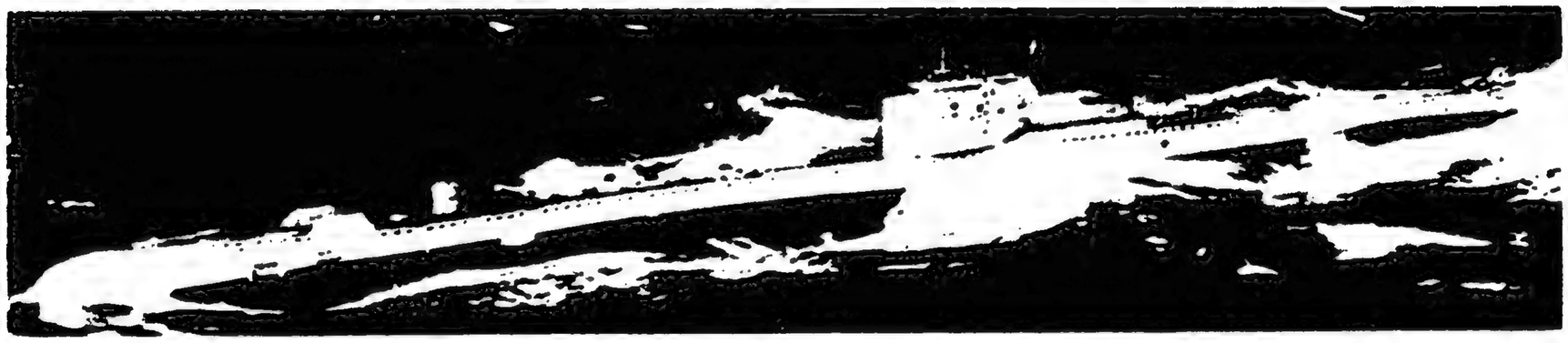
UK--SS "T Conversions" and TRITON Class



TURPIN (T Conversion). circa 1952



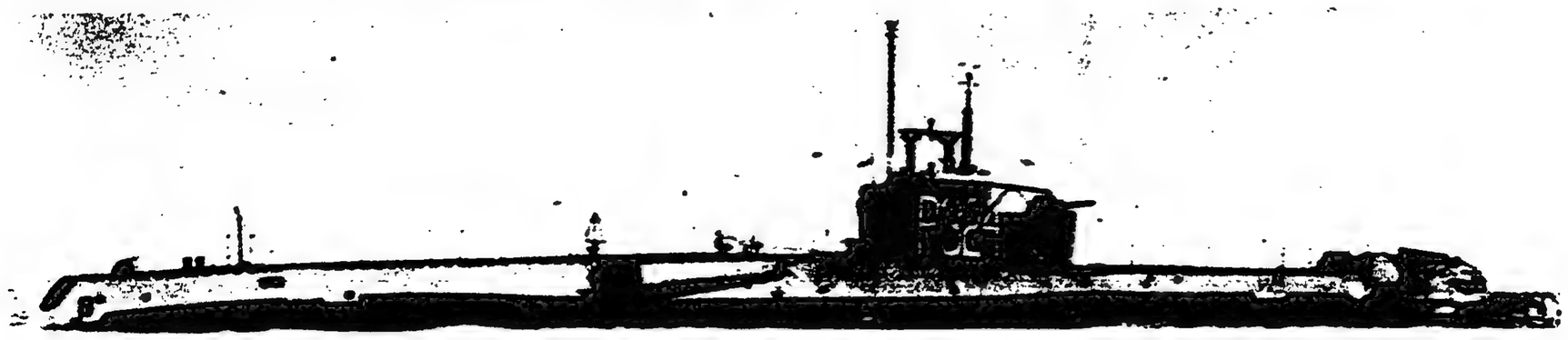
TOTEM (T Conversion). circa 1953



TRADEWIND (TRITON Class). circa 1953

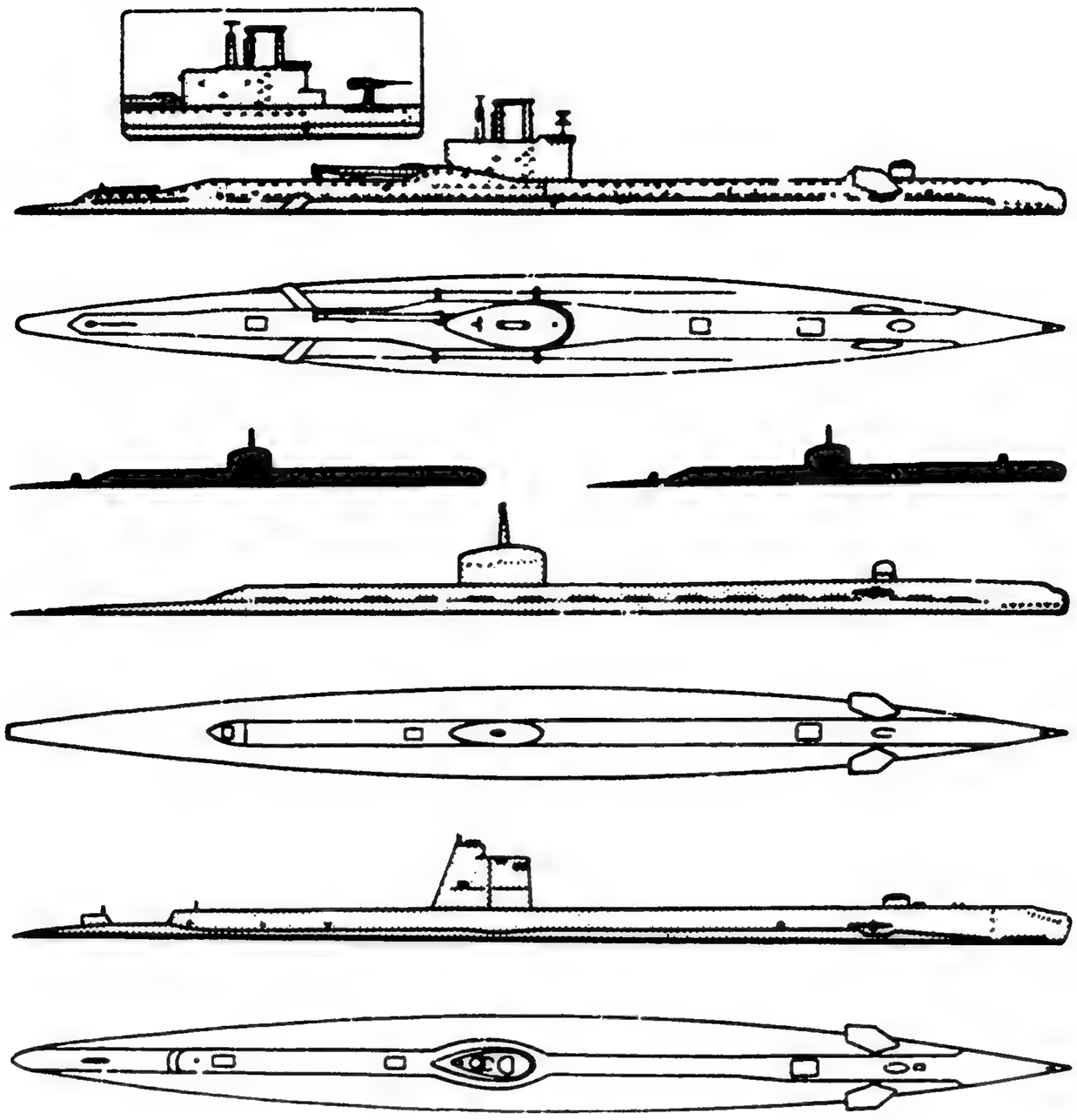


TALLY HO (TRITON Class). circa 1953



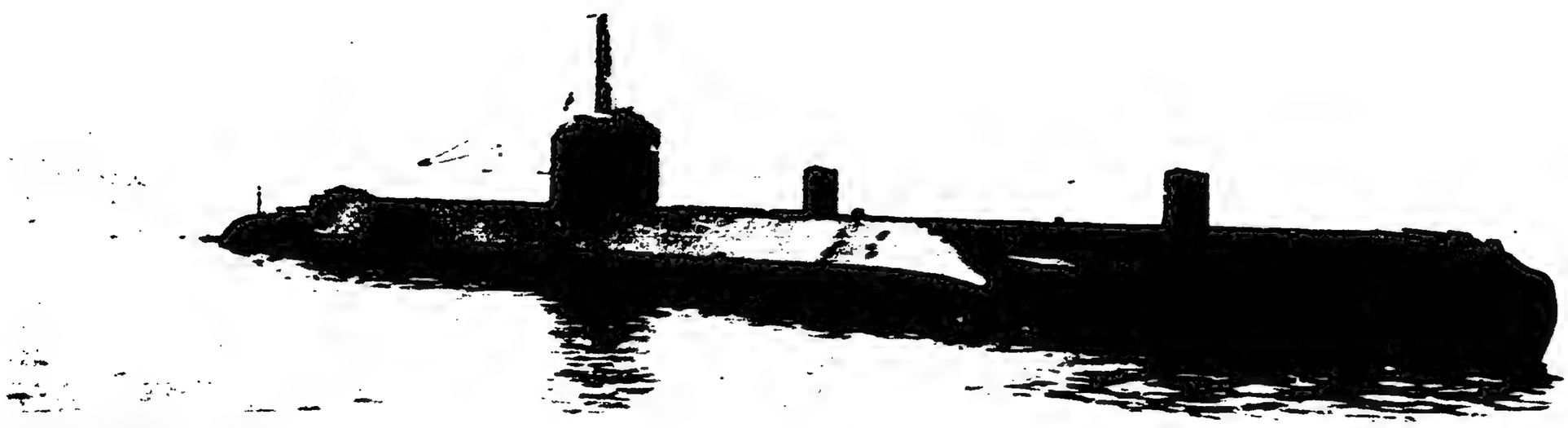
THOROUGH (TRITON Class). circa 1953
(Note external TT on stern and quarter)

UK--SS "1940 S" Class

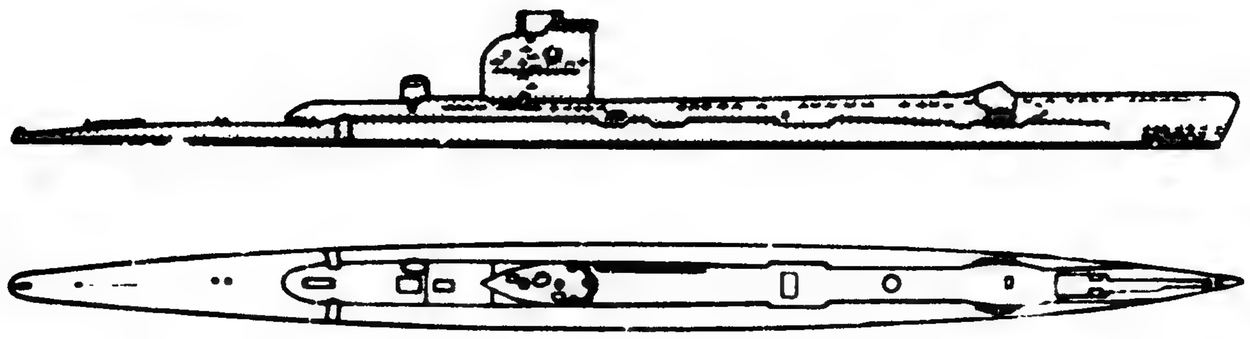


Some units of this class have the characteristic "goal post" periscope shears. Other variations are depicted by the drawings. These submarines are reported to be quite maneuverable and capable of diving in 30 seconds. Earlier units had seven tubes including one external at the stern. Later units have slightly higher freeboard. SCOTSMAN, SELENE, STURDY, SUBTLE, SERAPH and others have been modified for experimental purposes.

DISPL.—715 tons (standard)
LENGTH—217′; BEAM—24′; DRAFT—14′
ARMAMENT—Varies (some with 1 4″ or 1 3″); 6–7 21″ TT
SPEED—14.7 knots (surface), 9 knots (submerged); COMPLETED—1942–45



SERAPH. 1953

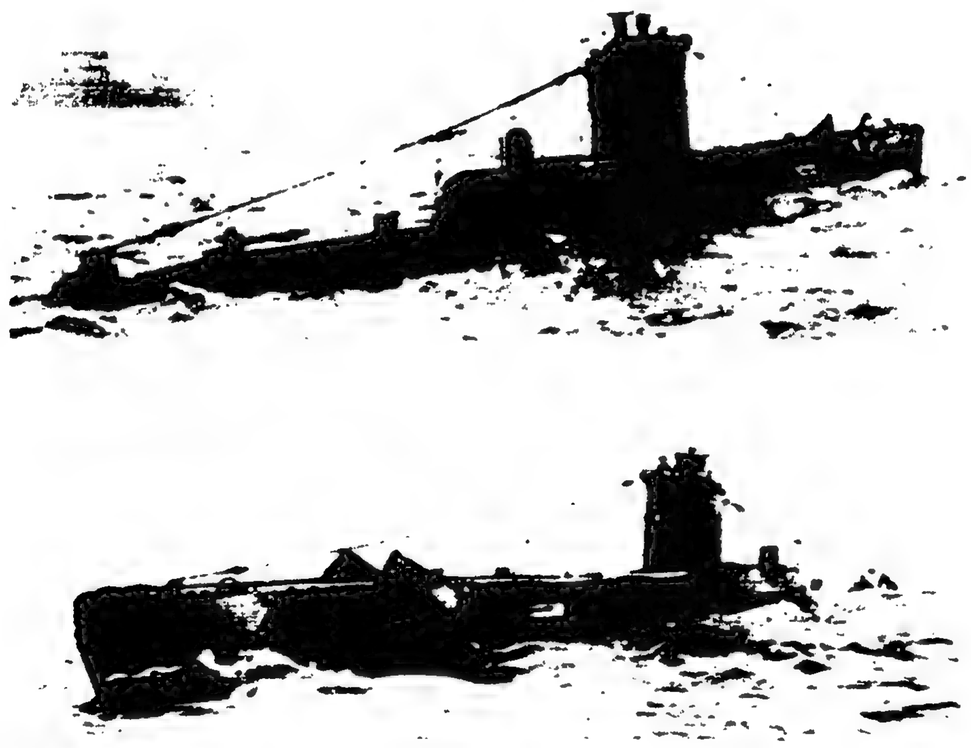


UK SS UPSTART. 1954

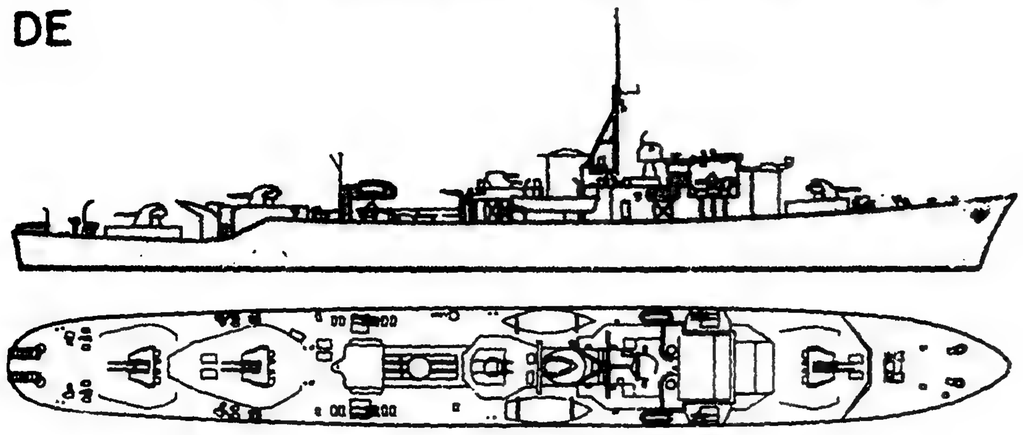
UNTIRING and UPSTART are the only surviving British units of this class, which was once quite numerous. Similar units are serving in the Royal Danish, Greek, and Norwegian navies. These two boats were returned from Greece in 1952 and refitted the following year. They are the smallest submarines in the Royal Navy. A recognition characteristic is the tall conning tower, located slightly aft of amidships

DISPL. 545 tons
LENGTH 197'; BEAM 16'; DRAFT 15'
ARMAMENT 4 21" TT
SPEED 11.25 knots (surface), 9 knots (submerged); COMPLETED 1943

SS UPSTART. 1954

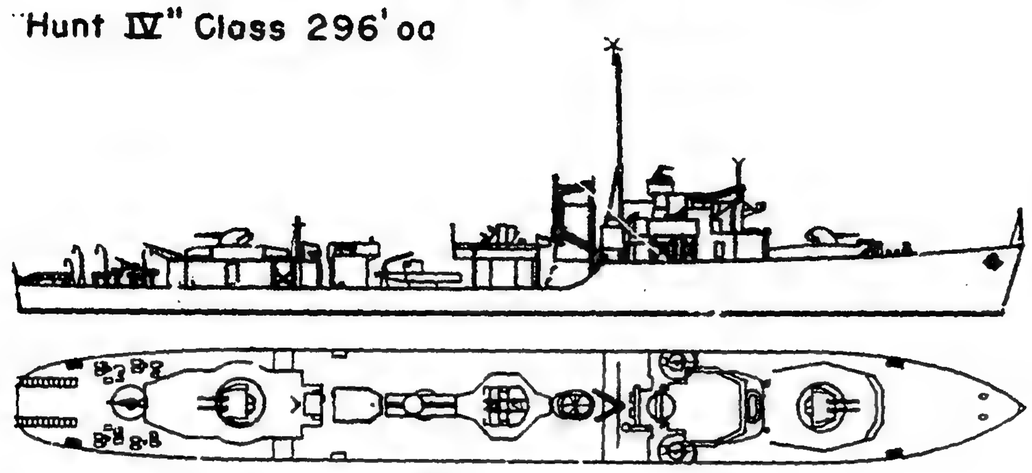


DE



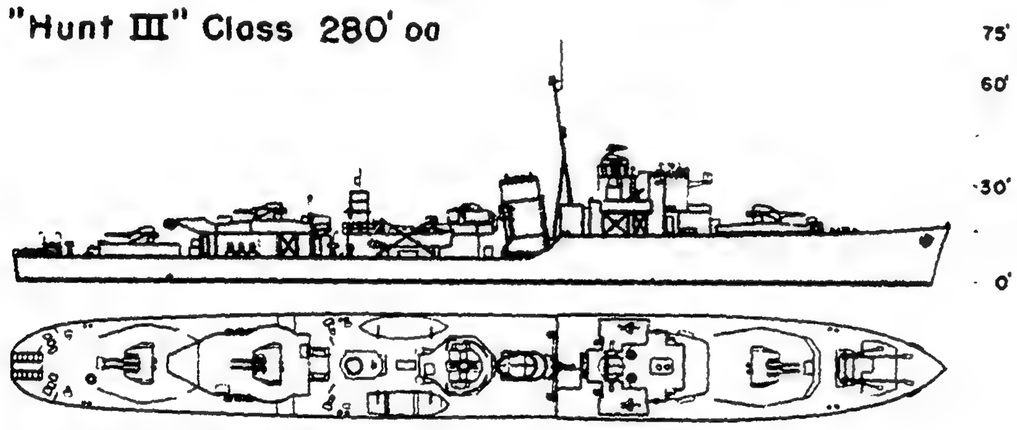
"Hunt IV" Class 296'oa

DE "Hunt IV" Class
DISPL.—1,175 tons
LENGTH—296′; BEAM—33′; DRAFT—13′ 6″
ARMAMENT—6 4″ DP; 4–6 40 mm AA; 3 21″ TT
SPEED—25 knots; COMPLETED —1942–43



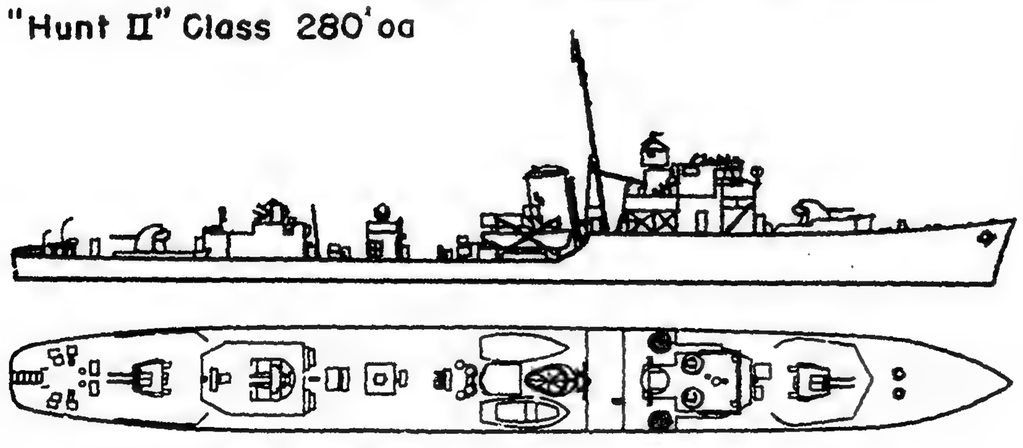
"Hunt III" Class 280'oa

DE "Hunt III" Class
DISPL.—1,037 tons
LENGTH 280′; BEAM—31′ 6″; DRAFT—14′
ARMAMENT—4 4″ DP; 2 40 mm AA; 2 21″ TT
SPEED—29 knots; COMPLETED —1942–43



"Hunt II" Class 280'oa

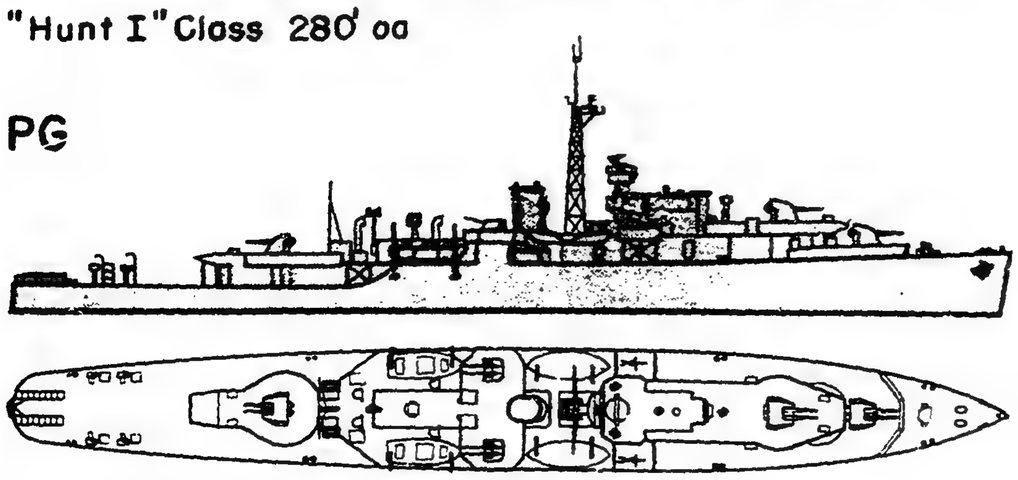
DE "Hunt II" Class
DISPL.—1,050 tons
LENGTH—280′; BEAM—31′ 6″; DRAFT—14′
ARMAMENT—6 4″ DP; 4 40 mm AA
SPEED—29 knots; COMPLETED —1941–42



"Hunt I" Class 280'oa

DE "Hunt I" Class
DISPL.—1,000 tons
LENGTH—280′; BEAM—29′; DRAFT—14′
ARMAMENT—4 4″ DP; 0–4 40 mm AA
SPEED—30 knots; COMPLETED —1940–41

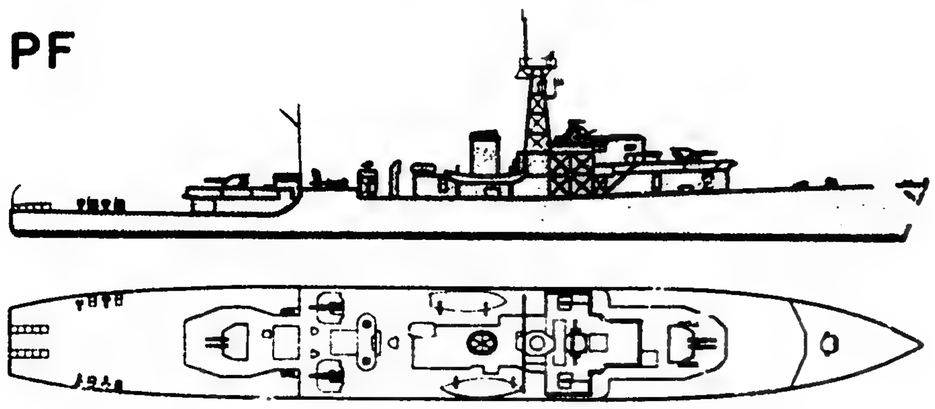
PG



"Modified BLACK SWAN" Class 299'oa

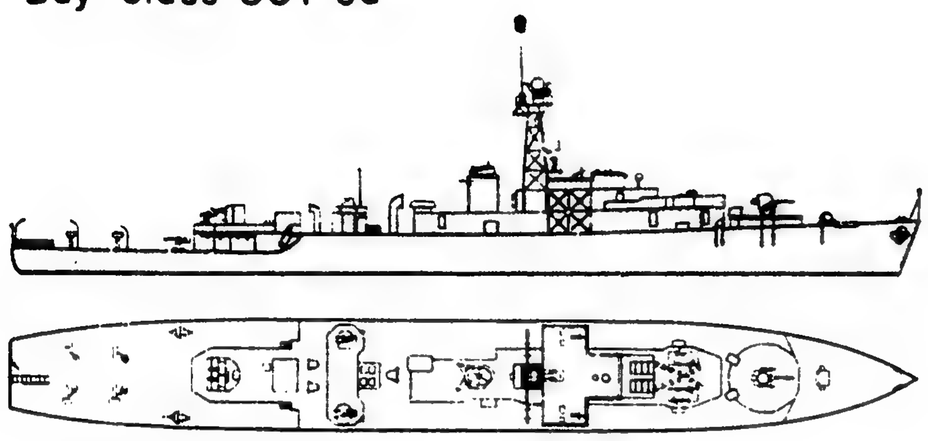
PG "Modified BLACK SWAN" Class
DISPL.—1,430–1,490 tons
LENGTH—299′ 6″; BEAM—38′ 6″; DRAFT—12′
ARMAMENT—6 4″ DP; 0–8 40 mm AA
SPEED—19.75 knots; COMPLETED—1942–46

PF



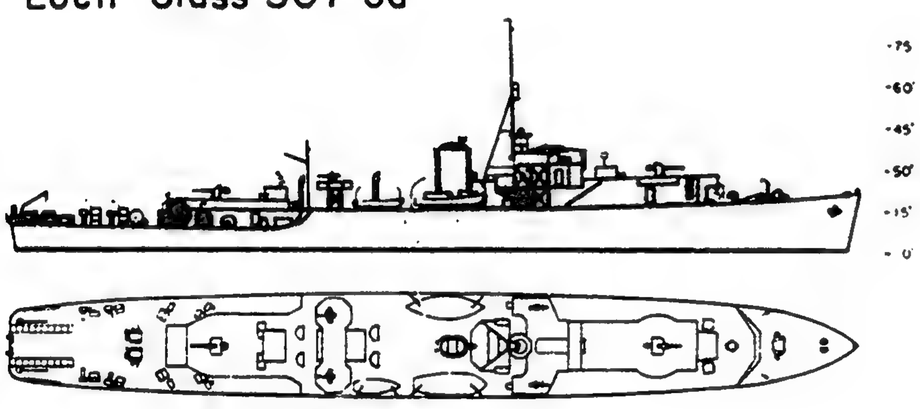
"Bay" Class 307'oa

PF "Bay" Class
DISPL.—1,580–1,600 tons
LENGTH—307′; BEAM—39′; DRAFT—15′
ARMAMENT—4 4″ DP; 6 40 mm AA
SPEED—19 knots; COMPLETED—1945–49



"Loch" Class 307'oa

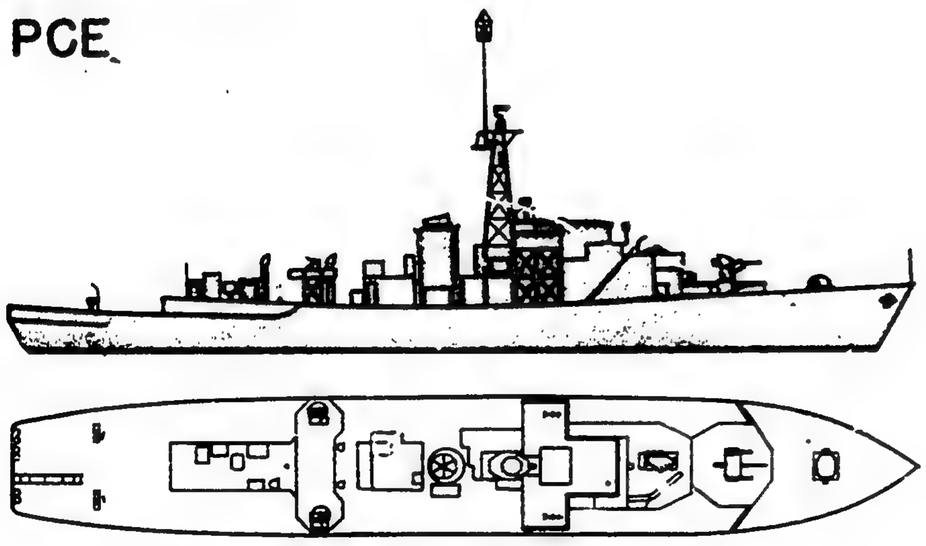
PF "Loch" Class
DISPL.—1,435 tons
LENGTH—307′; BEAM—39′; DRAFT—15′
ARMAMENT—1-2 4″ DP; 6–8 40 mm AA; 2 ahead-throwing weapons (squid)
SPEED—19 knots; COMPLETED—1944–46; (modernized version has twin 4″ gun mount forward)



"River" Class 301'oa

PF "River" Class
DISPL.—1,370–1,550 tons
LENGTH—301′; BEAM—37′; DRAFT—15′
ARMAMENT—0–2 4″ DP; 0–2 40 mm AA
SPEED—20 knots; COMPLETED—1942–44

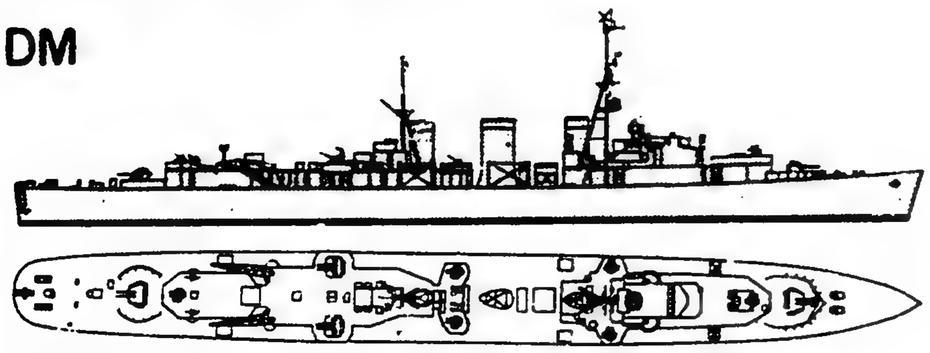
PCE



"Castle" Class 252'oa

PCE "Castle" Class
DISPL.—1,060 tons
LENGTH—252′; BEAM—37′; DRAFT—16′
ARMAMENT—1 4″; 2–4 40 mm AA
SPEED—16 knots; COMPLETED—1943–45

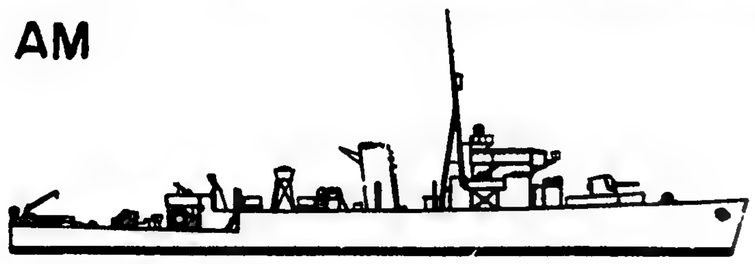
DM



ABDIEL Class 418'oa

DM ABDIEL Class
DISPL.—2,650 tons
LENGTH—418′; BEAM—40′; DRAFT—16′
ARMAMENT—4–6 4″ DP; 6–11 40 mm AA
SPEED—40 knots; COMPLETED—1941–44

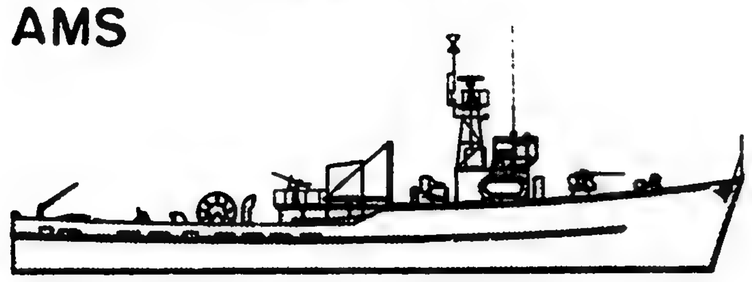
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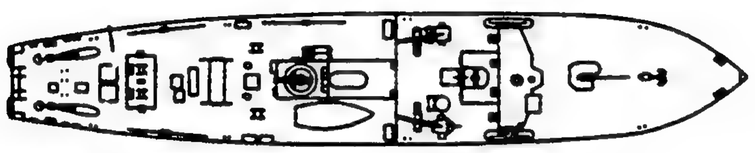




ALGERINE Class 235' oa

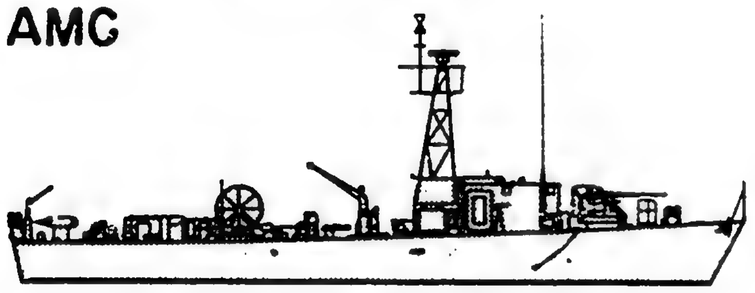
AMS

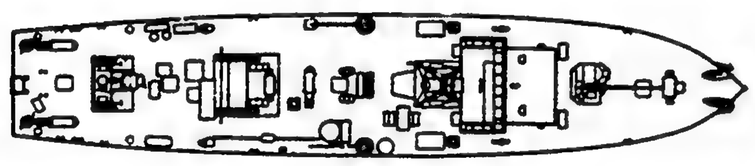




CONISTON Class 152' oa

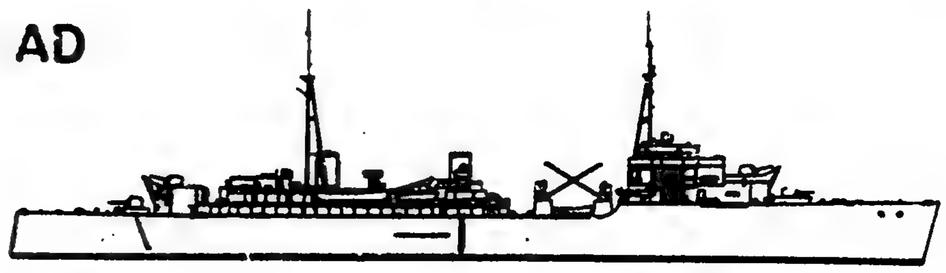
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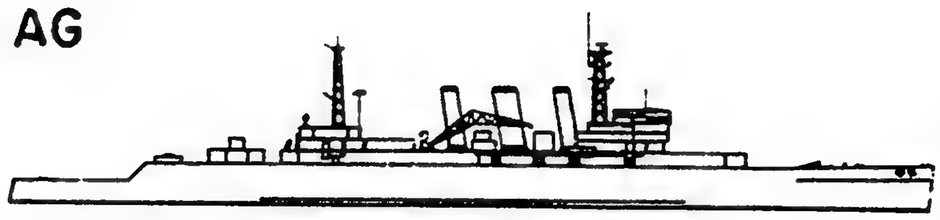
INGLESHAM Class 106' 6" oa

AD



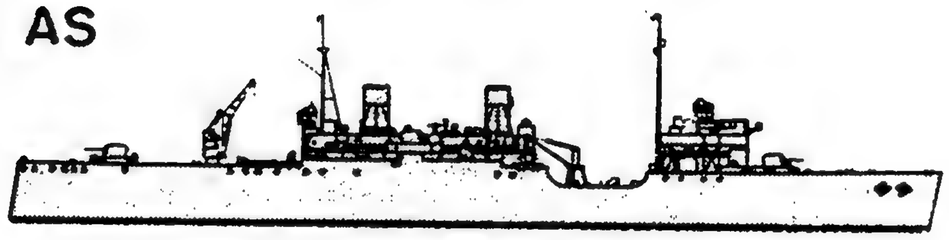
TYNE 621' oa

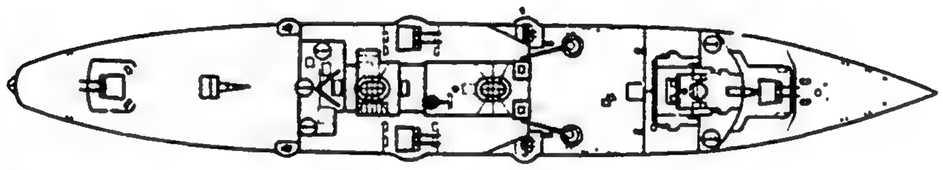
AG



CUMBERLAND 630' oa

AS





MAIDSTONE Class 574' oa

Ship-Data

AM ALGERINE Class
DISPL.—950–1,640 tons
LENGTH—235′; BEAM—36′; DRAFT—11′
ARMAMANT—1 4″; 0–4 40 mm AA
SPEED—16.5 knots; COMPLETED—1942–45

AMS CONISTON Class
DISPL.—360 tons
LENGTH—152′; BEAM—29′; DRAFT—
ARMAMENT—1 40 mm AA; 2 20 mm AA
SPEED—15 knots (max.); COMPLETED—1953—

AMC INGLESHAM Class
DISPL.—100 tons
LENGTH—106′ 6″; BEAM—21′; DRAFT—
ARMAMENT—1 40 mm AA
SPEED— : COMPLETED—1953—

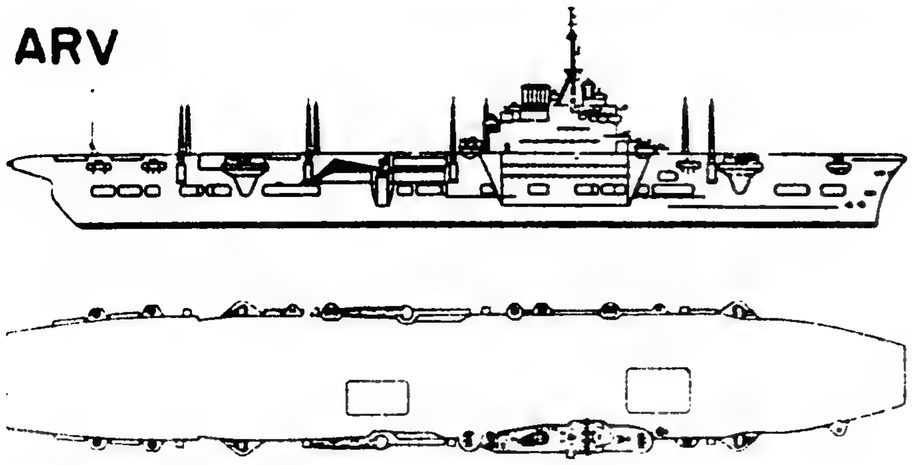
AD TYNE
DISPL.—11,000 tons
LENGTH—621′; BEAM—66′; DRAFT—20′
ARMAMENT—8 4.5″; 8 40 mm AA
SPEED—17 knots; COMPLETED—1941

AG CUMBERLAND
DISPL.—10,000 tons
LENGTH—630′; BEAM—68′; DRAFT—16′
ARMAMENT—2 4.5″; 2 40 mm AA; 1 21″ TT
SPEED—41.5 knots; COMPLETED—1928

AS MAIDSTONE Class
DISPL.—8,960–9,060 tons
LENGTH—574′; BEAM—73′; DRAFT—20′ (mean)
ARMAMENT—8 4.5″
SPEED—17 knots; COMPLETED—1938–39

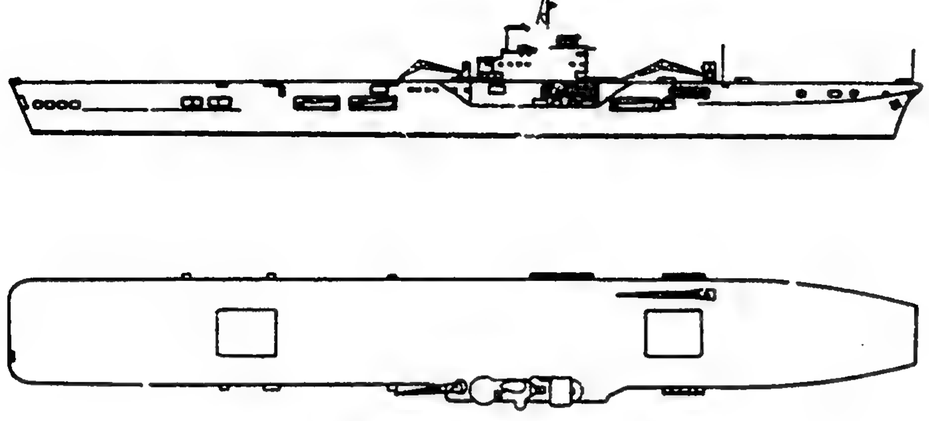
UK—Minor Combatant and Auxiliary Types

ARV



UNICORN 640' oa

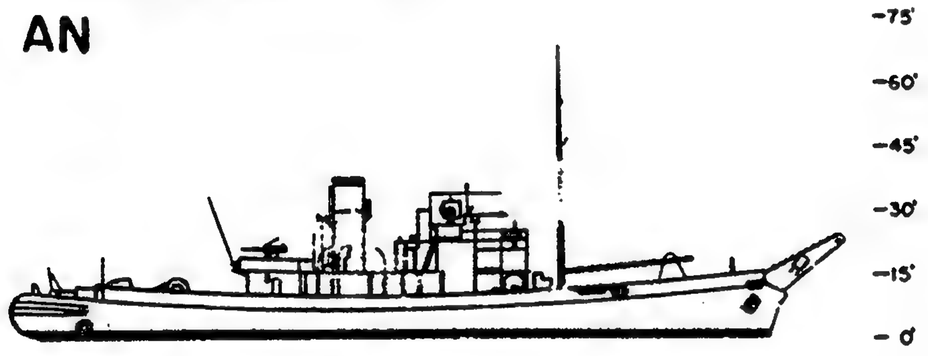
ARV UNICORN
DISPL.—14,750 tons
LENGTH—640′; BEAM—90′; DRAFT—25′
ARMAMENT—8 4″; 16 40 mm AA
SPEED—24 knots; COMPLETED—1943



PERSEUS 694' 6" oa

ARV PERSEUS
DISPL.—12,265 tons
LENGTH—694′ 6″; BEAM—80′; DRAFT—23′
ARMAMENT—
SPEED—25 knots; COMPLETED—1945

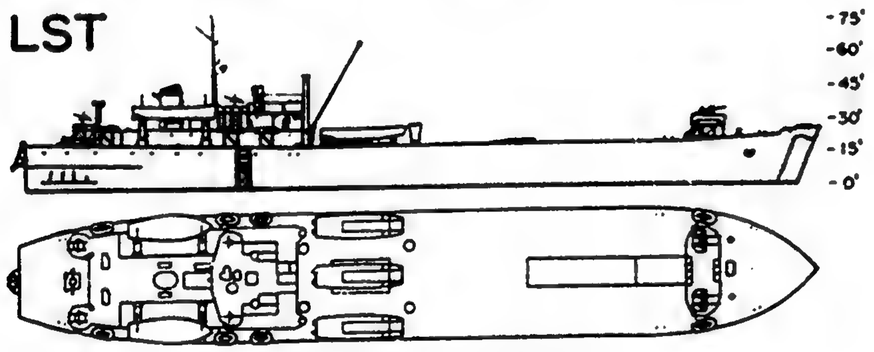
AN



BARRICADE Class 174' oa

AN BARRICADE Class
DISPL.—750 tons
LENGTH—174′; BEAM—32′; DRAFT—9′
ARMAMENT—1 3″
SPEED—11.75 knots; COMPLETED—1938–45

LST



British "LST(3)" Class 346' oa

LST British "LST(3)" Class
DISPL.—2,256 tons
LENGTH—346′; BEAM—54′; DRAFT—11′ 6″ (aft)
ARMAMENT—0–10 20 mm AA
SPEED—13 knots; COMPLETED—

LSM



British "LCT(8)" Class 225' oa

LSM British "LCT(8)" Class
DISPL.—895 tons (loaded)
LENGTH—225′; BEAM—39′; DRAFT—5′ (aft)
ARMAMENT—
SPEED—12.6 knots; COMPLETED—1942–44

LCU

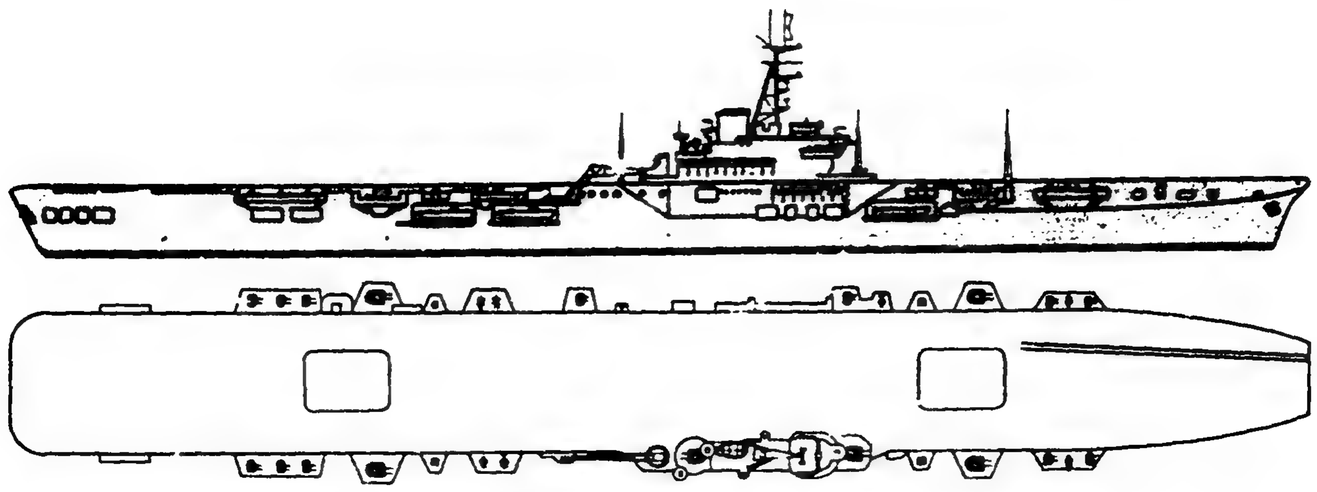


British "LCT(4)" Class 187' oa

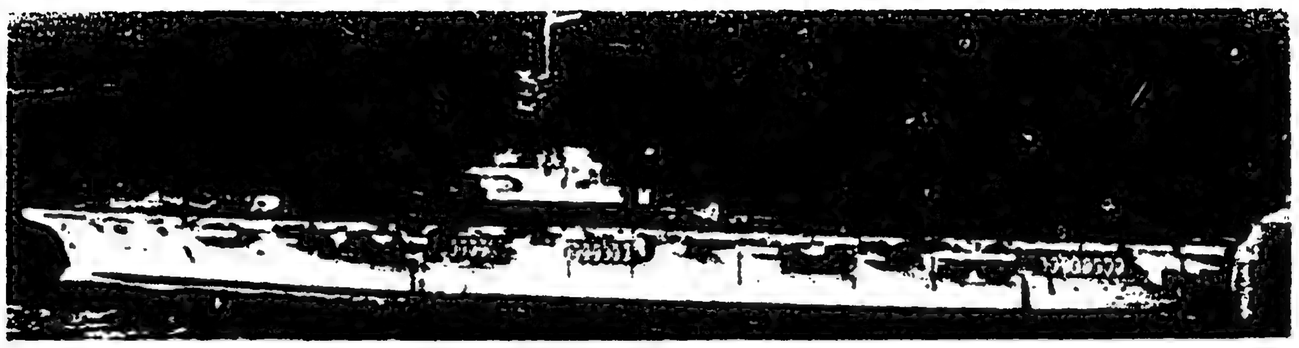
LCU British "LCT(4)" Class
DISPL.—350 tons
LENGTH—187′; BEAM—39′; DRAFT—4′ 6″
ARMAMENT—0–2 20 mm AA
SPEED—10 knots; COMPLETED—

AUSTRALIA

CVL

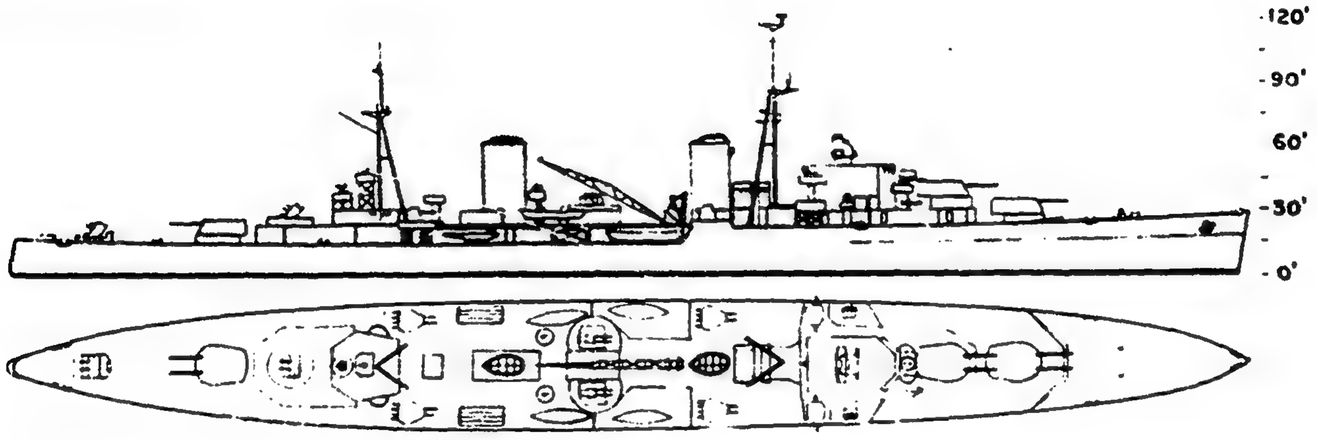


MAJESTIC - COLOSSUS Class 695' - 702'oa



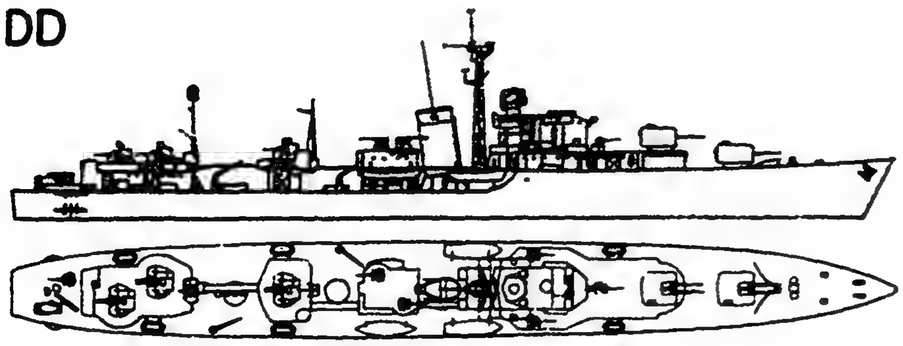
VENGEANCE (MAJESTIC - COLOSSUS Class)
circa 1952. On loan from Great Britain

CL



HOBART 562'oc (Under reconstruction)

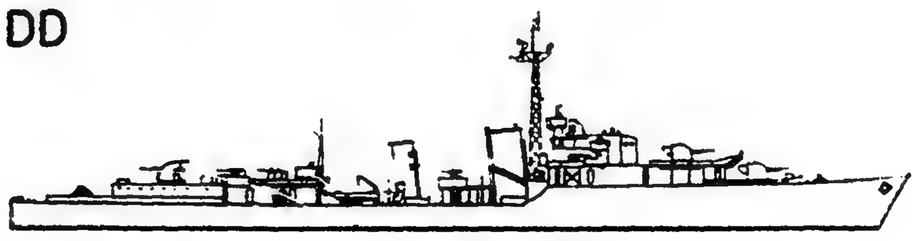
DD



"Battle" Class 379'oa

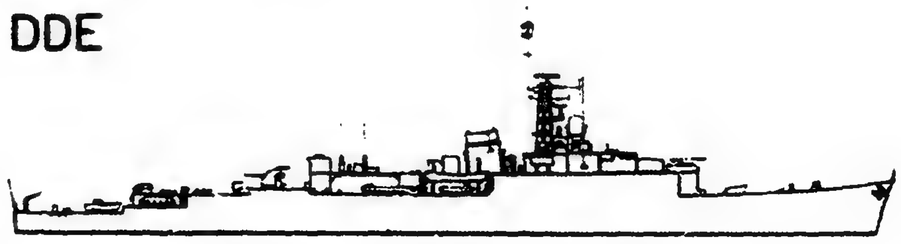
NOTE: Absence of mainmast in Australian ROCKET Class distinguishes them from British ROCKET Class.

DD



"Tribal" Class 377'oa

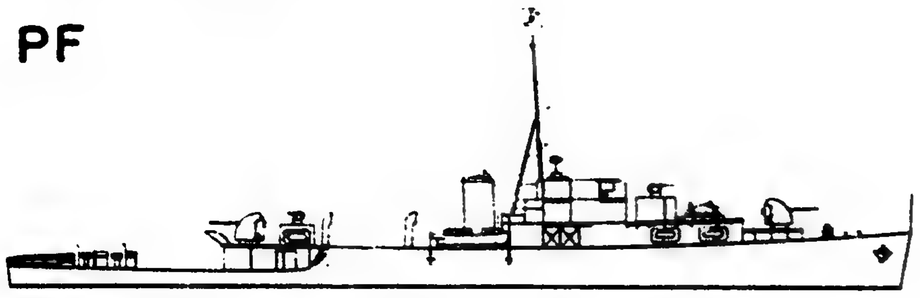
DDE



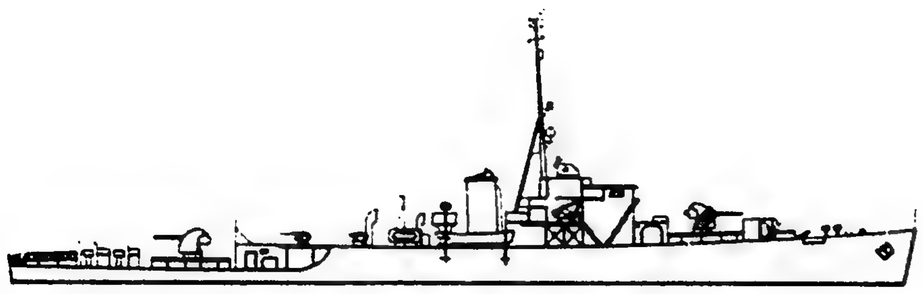
ROCKET Class 359'oa

AUSTRALIA

PF

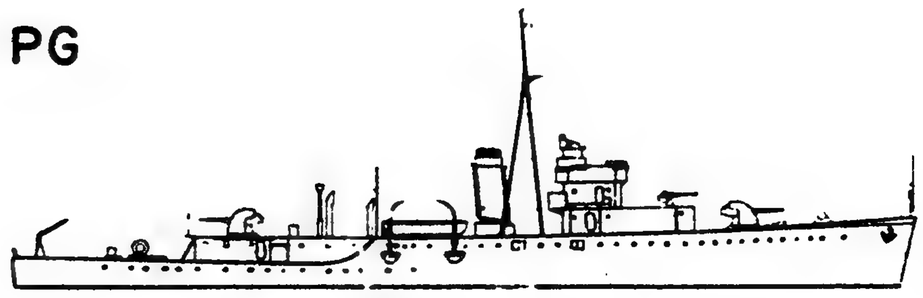


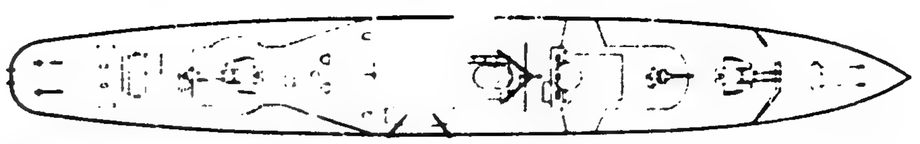
"River" Class 301' oa



"Improved River" Class 301' oa

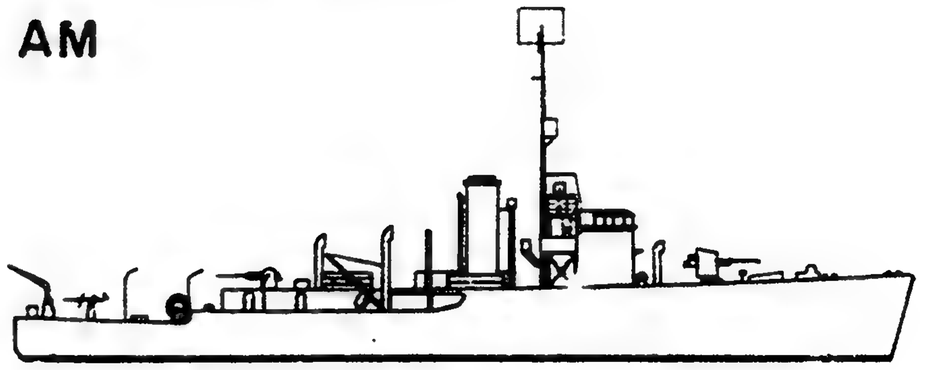
PG





GRIMSBY Class 266' oa

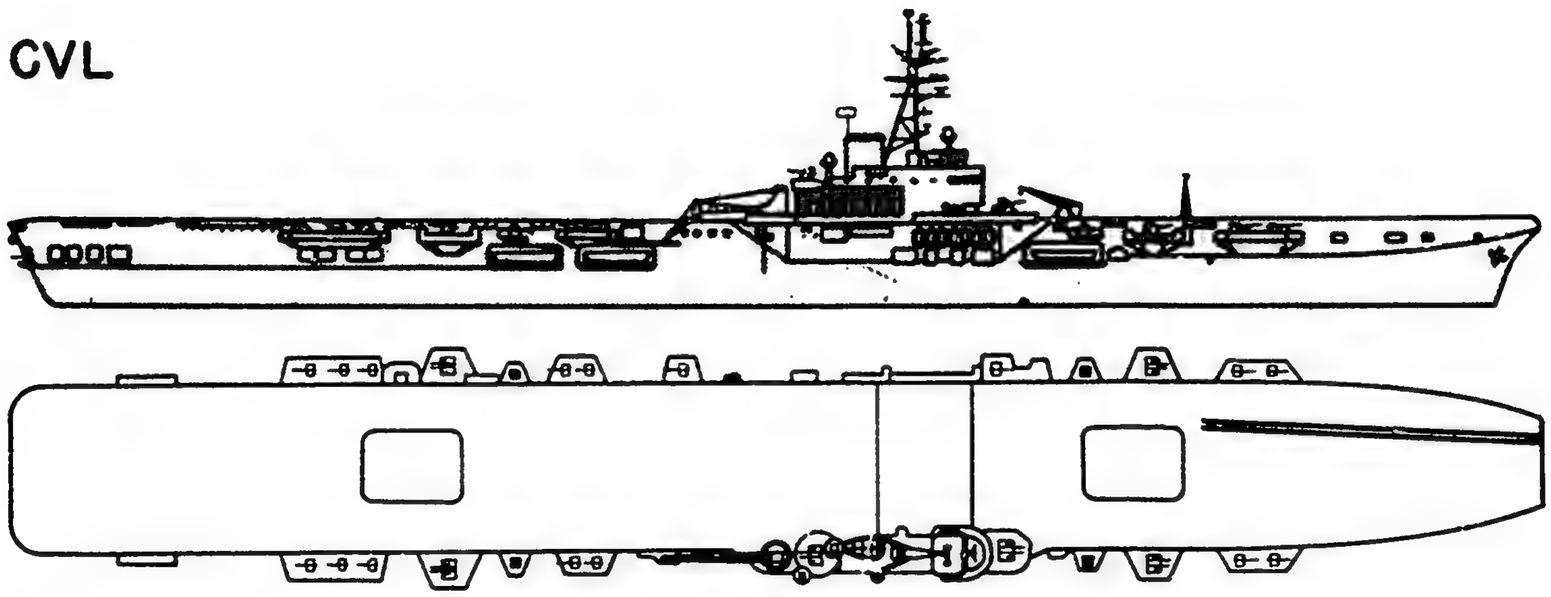
AM



BATHURST Class 186' oa

CANADA

CVL



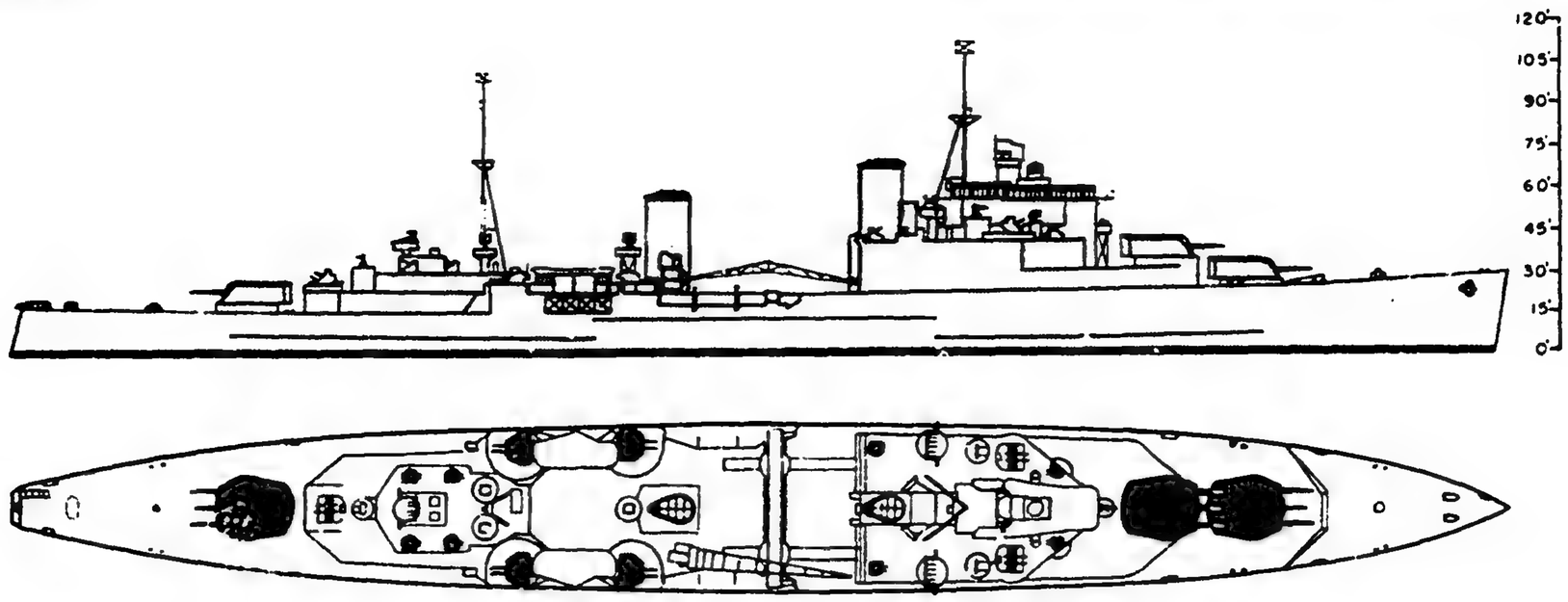
MAJESTIC-COLOSSUS Class 695' oa

CL

ONTARIO (SWIFTSURE Class) 555'6" oa

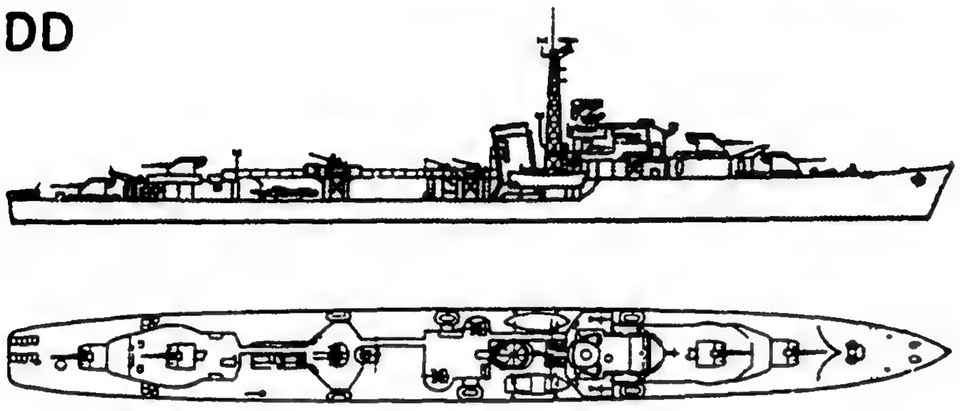
CANADA

CL



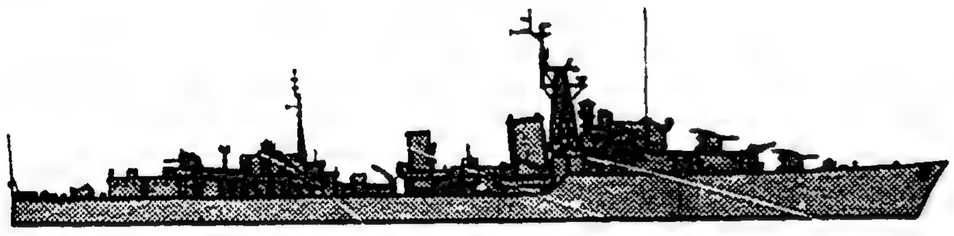
QUEBEC (UGANDA Class) 555'6"oa

DD



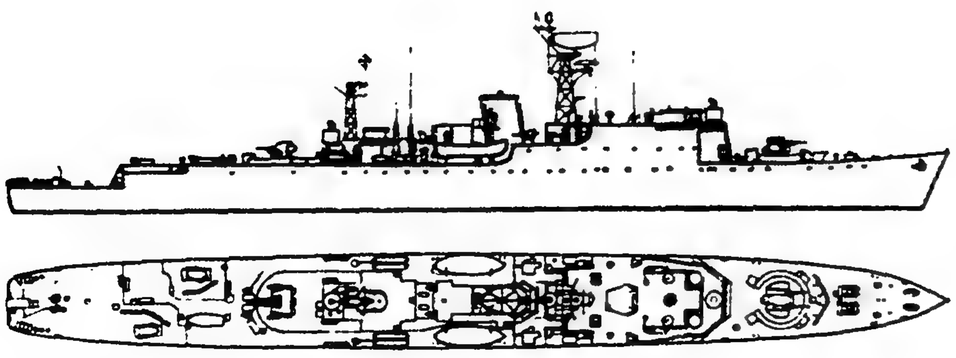
CRUSADER ("Emergency" 4.5" Class) 363'oa

DDE



"Tribal" Class 377'oa

DDC

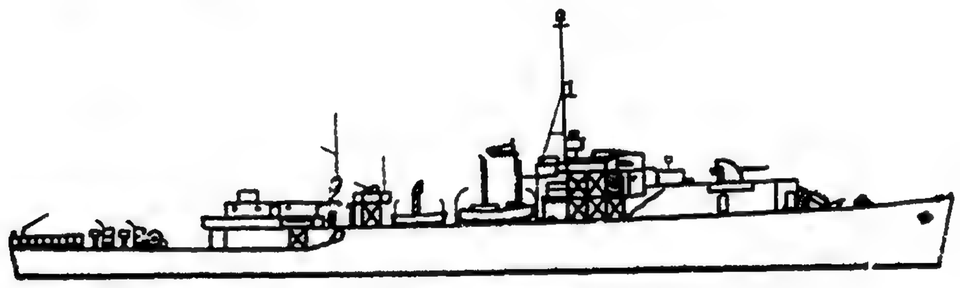


ALGONQUIN Class 363'oa

PF

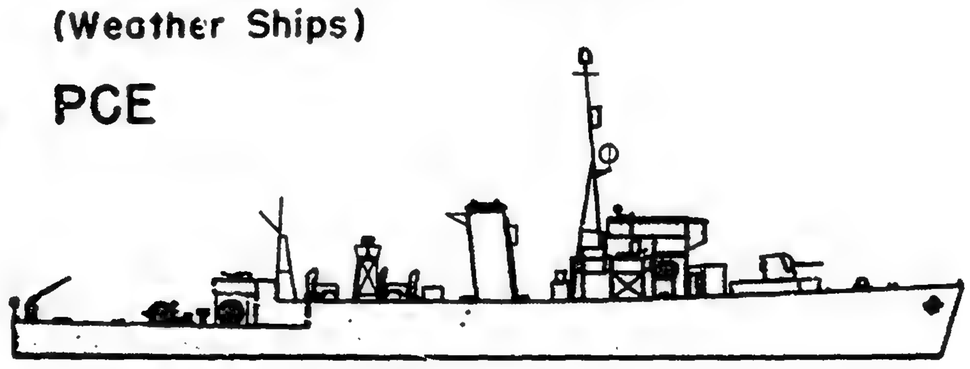


PRESTONIAN Class 301'6"oa
(Modernized Canadian "River" Class)



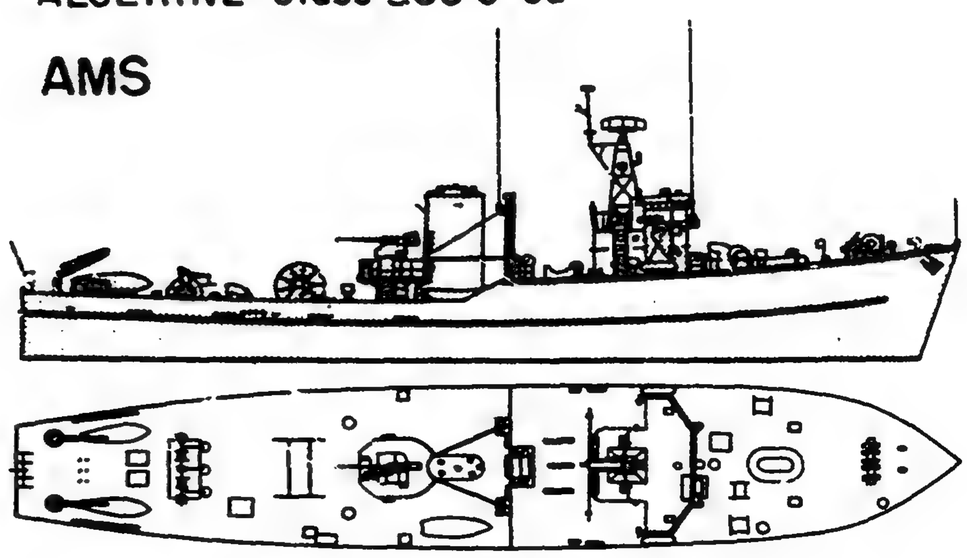
British "River" Class 301'6"oa
(Weather Ships)

PCE



ALGERINE Class 235'6"oa

AMS



Canadian "Bay" Class 152'oa

AUSTRALIA—Ship Data

CVL MAJESTIC—COLOSSUS Class
DISPL.—14,000 tons
LENGTH—695′–702′; BEAM—80′;
DRAFT—25′
ARMAMENT—25–30 40 mm AA
SPEED—24.5 knots; COMPLETED—
1945–49

CL HOBART (Under Reconstruction)
DISPL.—7,105 tons
LENGTH—562′; BEAM—57′;
DRAFT—20′
ARMAMENT—6 6″; 8 4″; 8 21″ TT
SPEED—32.5 knots; COMPLETED—
1936

DD "Battle" Class
DISPL.—2,325 tons
LENGTH—379′; BEAM—41′;
DRAFT—13′ 6″
ARMAMENT—4 4.5″ DP;
12 40 mm AA
SPEED—35.75 knots; COMPLET-
ED—1950–51

DDE "Tribal" Class
DISPL.—1,970 tons
LENGTH—377′; BEAM—37′;
DRAFT—15 ′6″
ARMAMENT—4 4.7″ (twin); 2 4″
DP (twin); 4 21″ TT; 1 ahead-
throwing weapon on some
SPEED—36 knots; COMPLETED—
1942–45

DDE ROCKET Class
DISPL.—1,705 tons
LENGTH—359′; BEAM—36′;
DRAFT—15′ 6″
ARMAMENT—2 4″ (twin); 2 40 mm
AA; 2 21″ TT 2 ahead-throwing
weapons (squid or limbo)
SPEED—32 knots; COMPLETED—
1942; CONVERTED—1953–

PF "Improved River" Class
DISPL.—1,544 tons
LENGTH—301′; BEAM—37′;
DRAFT—15′
ARMAMENT—4 4″ DP; 3 40 mm AA;
1 ahead-throwing weapon (hedgehog)
SPEED—19 knots; COMPLETED—
1943–46

PF "River" Class
DISPL.—1,436–1,445 tons
LENGTH—301′; BEAM—37′;
DRAFT—15′
ARMAMENT—2 4 DP; 0–3 40 mm AA;
2 ahead-throwing weapons (squid)
SPEED—20 knots; COMPLETED—
1943–46

PG GRIMSBY Class
DISPL.—1,060 tons
LENGTH—266′; BEAM—36′;
DRAFT—10′
ARMAMENT—3–4 4″; 1–2 40 mm
AA
SPEED—16.5 knots; COMPLETED—
1936–40

AM BATHURST Class
DISPL.—790–863 tons.
LENGTH—186′; BEAM—31′;
DRAFT—11′
ARMAMENT—1 4″; 0–1 40 mm AA
SPEED—16 knots; COMPLETED—
1941–44

CANADA—Ship Data

CVL MAJESTIC—COLOSSUS Class
DISPL.—14,000 tons
LENGTH—695′; BEAM—80′; DRAFT—25′
ARMAMENT—30 40 mm AA
SPEED—24.5 knots; COMPLETED—1948—

CL ONTARIO (SWIFTSURE Class)
DISPL. --8,700 tons
LENGTH—555′ 6″; BEAM—63′; DRAFT—21′
ARMAMENT—9 6″; 10 4″ DP; 6 21″ TT
SPEED—31 knots; COMPLETED—1945

CL QUEBEC (UGANDA Class)
DISPL.—8,000 tons
LENGTH—555′ 6″; BEAM—61′; DRAFT—21′
ARMAMENT—9 6″; 8 4″ DP; 6 21″ TT
SPEED—31 knots; COMPLETED—1943

DD CRUSADER ("Emergency" 4.5″ Class)
DISPL.—1,710 tons
LENGTH—363′; BEAM—36′; DRAFT—16′
ARMAMENT—4 4.5″; 6 40 mm AA; 4 21″ TT
SPEED—33 knots; COMPLETED—1945

DDE "Tribal" Class
DISPL.—1,927 tons
LENGTH—377′; BEAM—37′ 6″; DRAFT—15′
ARMAMENT—4 4″ DP; 2 3″ AA; 0–4 40 mm AA 4 21″ TT; 2 ahead-throwing weapons (squid)
SPEED—36 knots; COMPLETED—1942–48

DDC ALGONQUIN Class
DISPL.—1,710 tons (prior to conversion)
LENGTH—363′; BEAM—36′; DRAFT—15′
ARMAMENT—2 4″ DP; 2 3″ AA; 4 40 mm AA; 2 ahead-throwing weapons (squid)
SPEED—34 knots; COMPLETED—1944–45; CONVERTED—1953–54

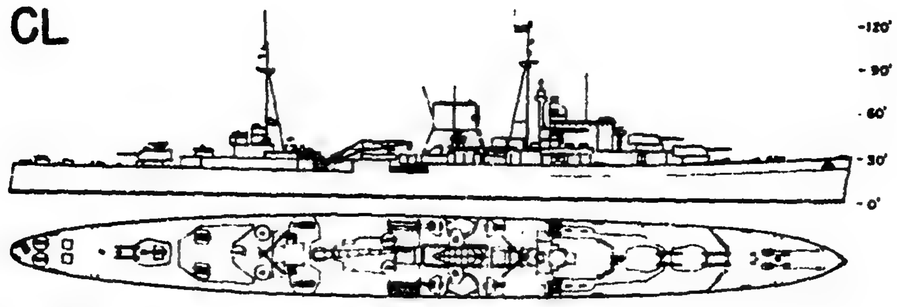
PF PRESTONIAN Class (Modernized Canadian "River" Class)
DISPL.—1,445 tons (prior to modernization)
LENGTH—310′ 6″; BEAM—36′ 6″; DRAFT—12′
ARMAMENT—2 4″ DP; 6 20 mm AA; 2 ahead-throwing weapons (squid)
SPEED—20 knots; COMPLETED—1944
MODERNIZED—1953—

PF British "River" Class
DISPL.—1,445 tons
LENGTH—301′ 6″; BEAM—36′ 6″; DRAFT—12′
ARMAMENT—1 small gun
SPEED—20 knots; COMPLETED—1944; (Department of transport weather ships)

PCE ALGERINE Class
DISPL.—1,040 tons
LENGTH—235′ 6″; BEAM—35′ 6″; DRAFT—11′
ARMAMENT—1 4″ AA; 1 40 mm AA; 1 ahead-throwing weapon (hedgehog)
SPEED—16.5 knots; COMPLETED—1943–44

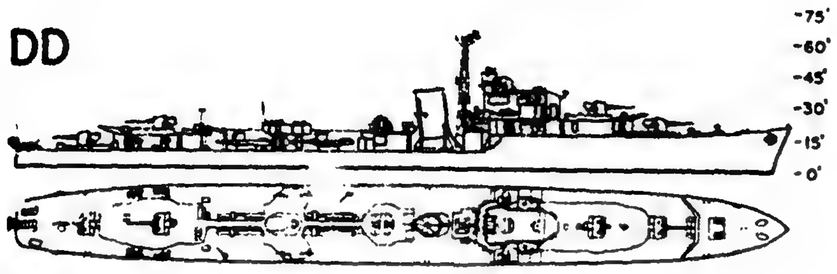
AMS Canadian "Bay" Class
DISPL.—370 tons
LENGTH—152′; BEAM—28′; DRAFT—9′
ARMAMENT—1 40 mm AA
SPEED—16 knots; COMPLETED—1952–54

CL



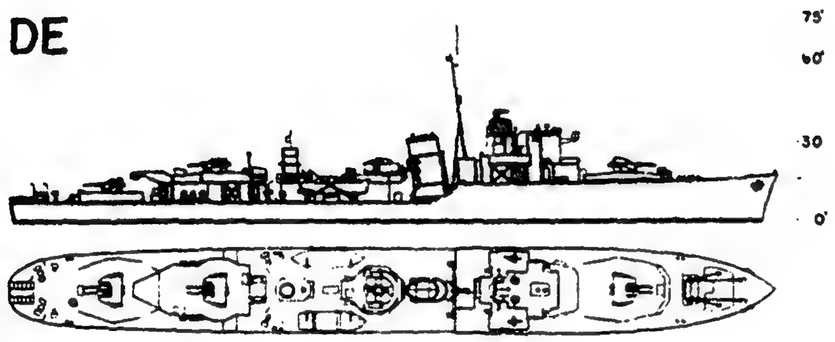
DELHI (ex-ACHILLES) 554'6"oa

DD



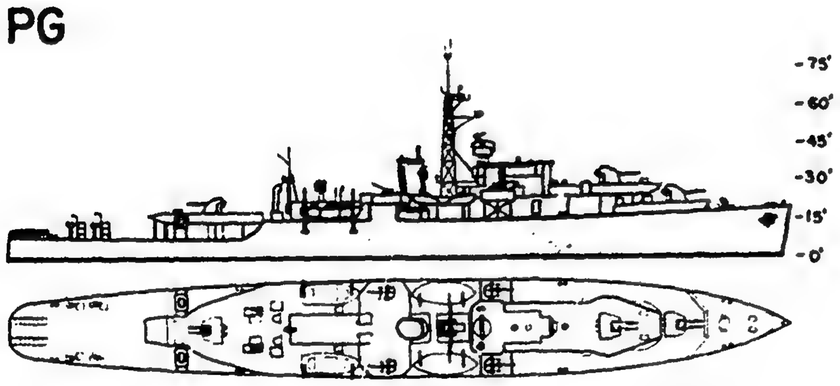
"Emergency" Class (1st. Series) 358'oa

DE



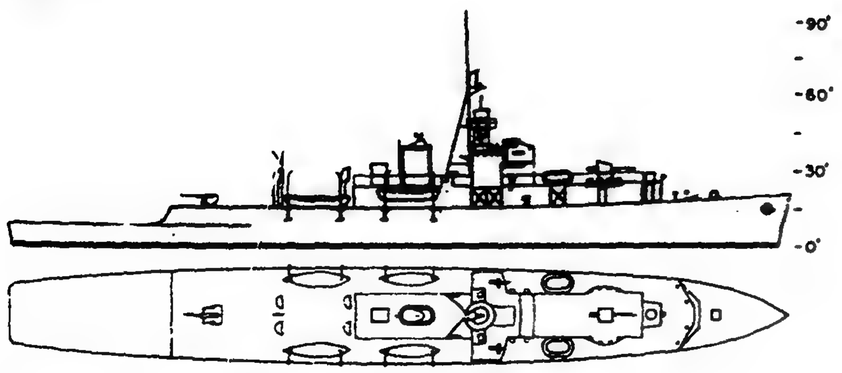
"Hunt II" Class 280'oa

PG



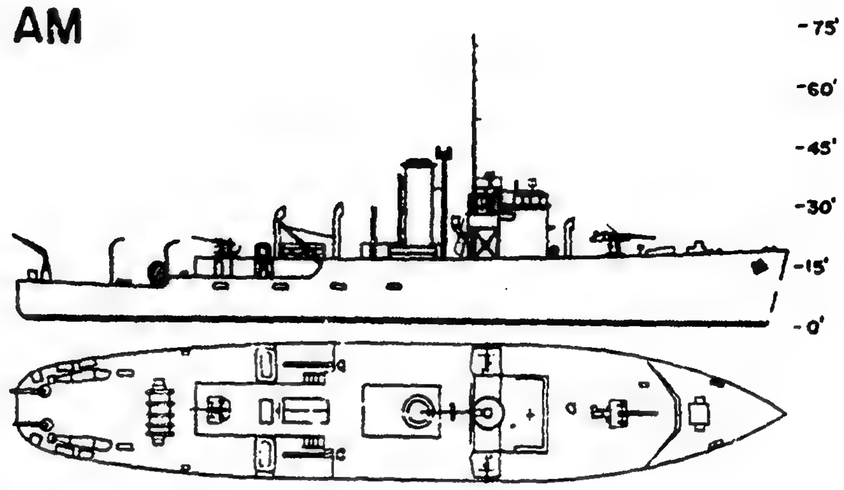
"Modified BLACK SWAN" Class 299'6"oa

PF

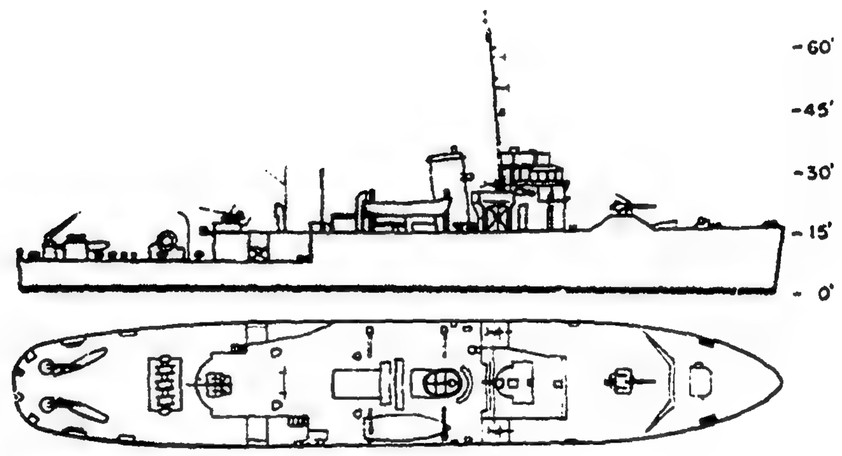


"River" Class 301'oa

AM

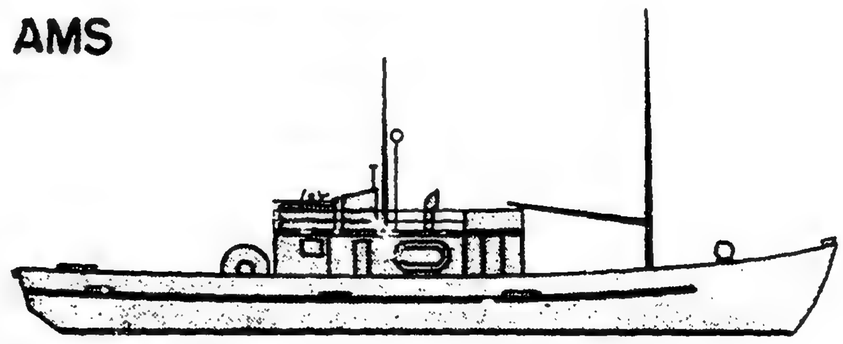


BATHURST Class 186'oa



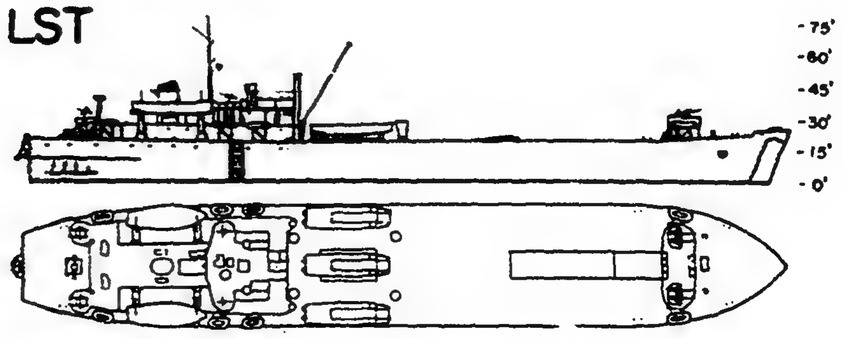
BANGOR Class 180'oa

AMS



"105' MMS" Class

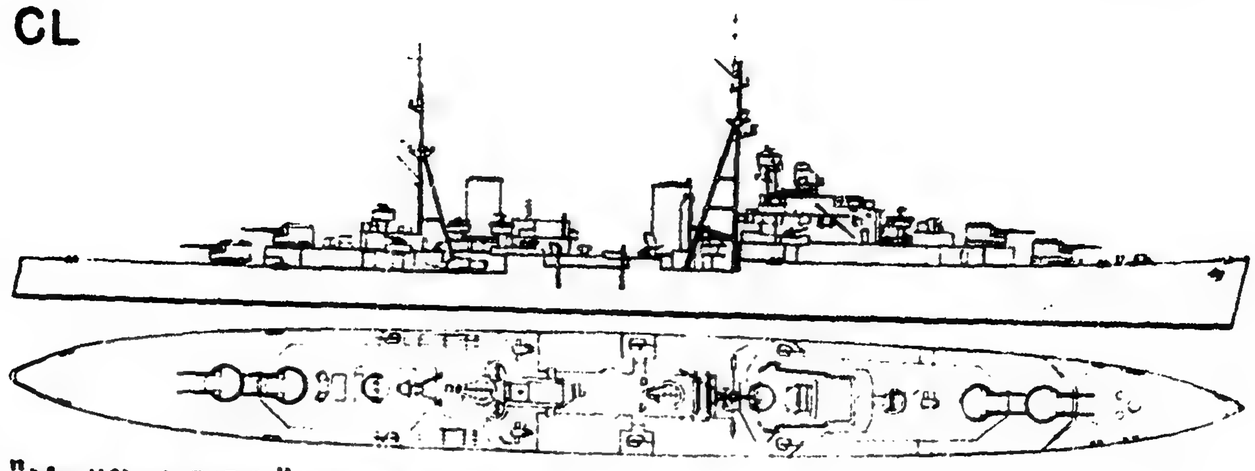
LST



MAGAR 348'oa

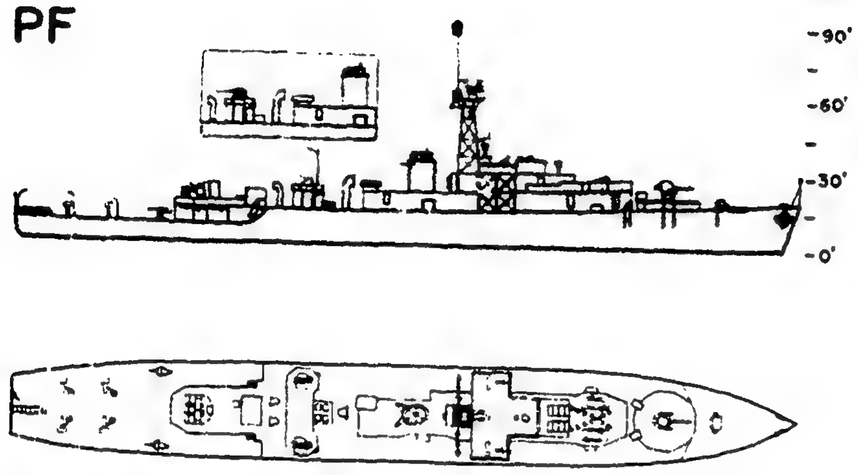
NEW ZEALAND

CL



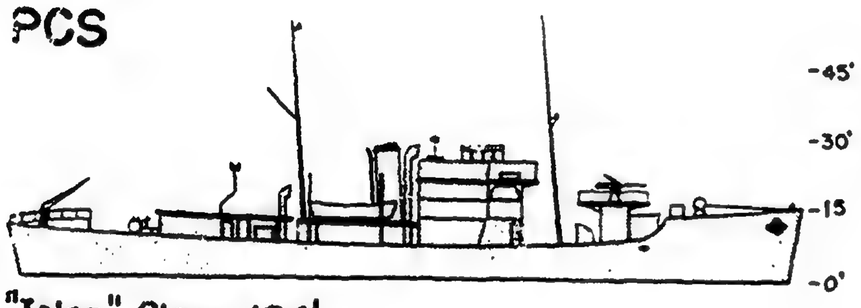
"Modified DIDO" Class 512'oa

PF



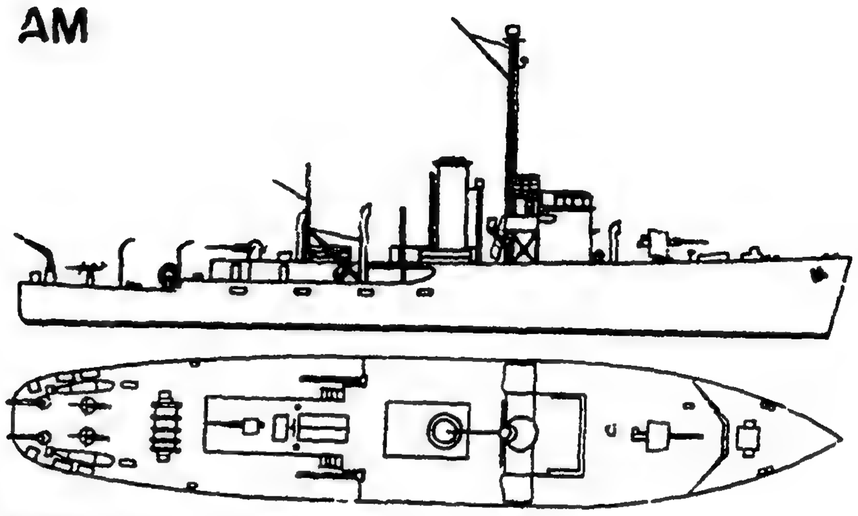
"Loch" Class 307'oa

PCS



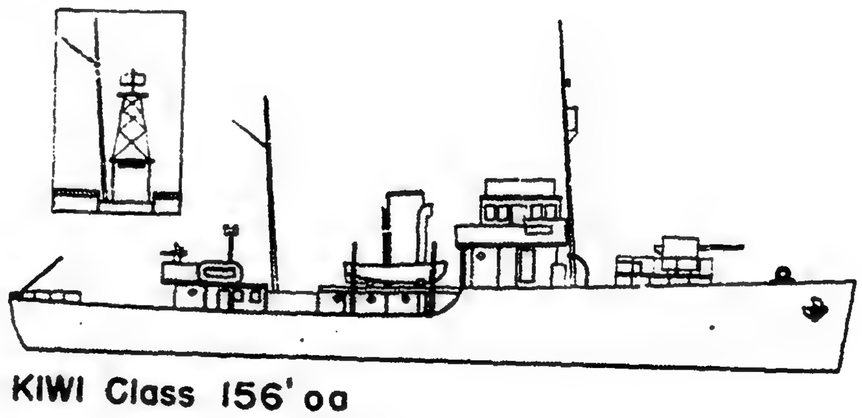
"Isles" Class 164'oa

AM



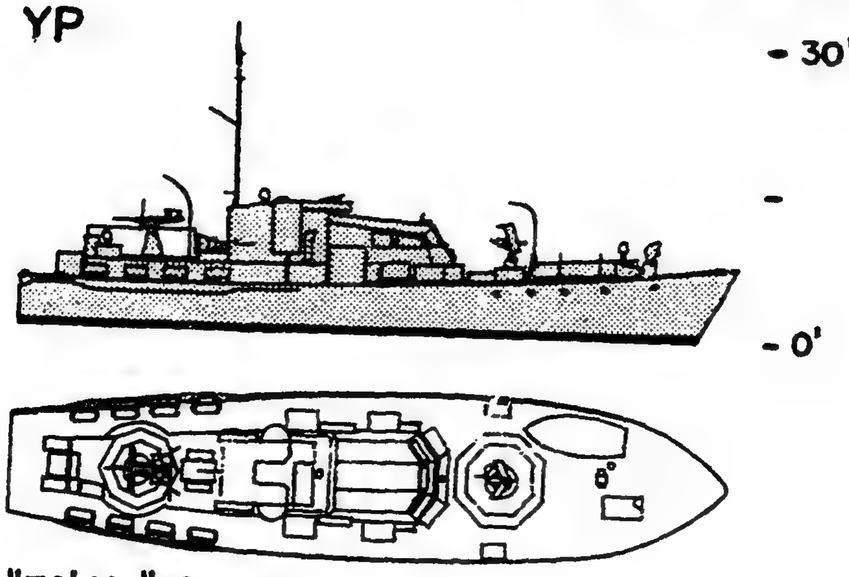
BATHURST Class 186'oa

PCS



KIWI Class 156'oa

YP



"72' ML" Class

INDIA—Ship Data

CL DELHI (ex-ACHILLES)
DISPL.—7,030 tons
LENGTH—554′ 6″; BEAM 56′; DRAFT—21′
ARMAMENT—6 6″; 8 4″ DP; 8 21″ TT
SPEED—32 knots; COMPLETED—1933

DD "Emergency" Class (1st Series)
DISPL.—1,705-1,725 tons
LENGTH—358′; BEAM—36′; DRAFT—16′
ARMAMENT—4 4.7″; 4–8 40 mm AA; 8 21″ TT
SPEED—(32 knots max.); COMPLETED—1942

DE "Hunt II" Class
DISPL.—1,050 tons
LENGTH—280′; BEAM—31′ 6″; DRAFT—14′
ARMAMENT—6 4″ DP; 4 40 mm AA
SPEED—(25 knots max.); COMPLETED—1941–42

PG "Modified BLACK SWAN" Class
DISPL.—1,470 tons
LENGTH—299′ 6″; BEAM—38′ 6″; DRAFT—11′ 6″
ARMAMENT—6 4″ DP; 4 40 mm AA or 4 20 mm AA
SPEED—19 knots; COMPLETED—1943

PF "River" Class
DISPL.—1,460 tons
LENGTH—301′; BEAM—37′; DRAFT—14′ 6″
ARMAMENT—2 4″
SPEED—20 knots; COMPLETED—1943

AM BATHURST Class
DISPL.—650 tons
LENGTH—186′; BEAM—31′; DRAFT—10′
ARMAMENT—1 3″; 1 40 mm AA; 2 20 mm AA
SPEED—15 knots; COMPLETED—1942

AM BANGOR Class
DISPL.—605 tons
LENGTH—180′; BEAM—28′ 6″; DRAFT—10′
ARMAMENT—1 3″; 3 20 mm AA
SPEED—16 knots; COMPLETED—1942–43

AMS "105′ MMS" Class
DISPL.—255 tons
LENGTH—119′; BEAM—23′; DRAFT—9′
ARMAMENT—1 20 mm AA
SPEED—10 knots; COMPLETED—1943–46

LST MAGAR
DISPL.—2,256 tons (light)
LENGTH—348′; BEAM—55′; DRAFT—12′ 6″
ARMAMENT—2 40 mm AA
SPEED—12.75 knots; COMPLETED—

NEW ZEALAND—Ship Data

CL "Modified DIDO" Class
DISPL.—5,770 tons
LENGTH—512′; BEAM—50′ 6″; DRAFT—18′ 6″
ARMAMENT—8 5.25″ DP; 12 40 mm AA; 6 21″ TT
SPEED—32 knots; COMPLETED—1943

PF "Loch" Class
DISPL.—1,435 tons
LENGTH—307′; BEAM—39′; DRAFT—15′
ARMAMENT—1 4″ DP; 4 40 mm AA
SPEED—19 knots; COMPLETED—1944–45

PCS KIWI Class
DISPL.—600 tons
LENGTH—156′; BEAM—30′; DRAFT—14′
ARMAMENT—1 4″ 1 40 mm AA
SPEED—14 knots; COMPLETED—1941

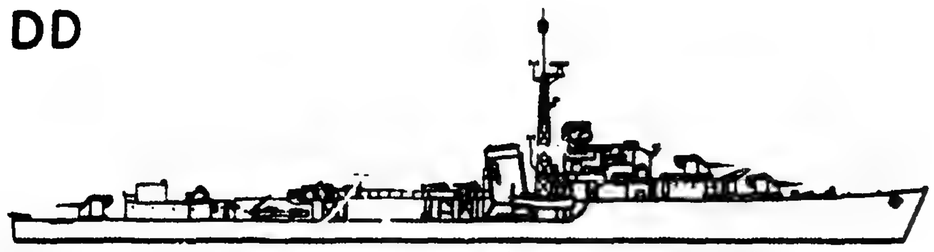
PCS "Isles" Class
DISPL.—545 tons
LENGTH—164′; BEAM—28′; DRAFT—13′
ARMAMENT—1 3″; 3 20 mm AA
SPEED—12 knots; COMPLETED—1941

AM BATHURST Class
DISPL.—790 tons
LENGTH—186′; BEAM—31′; DRAFT—11′
ARMAMENT—1 4″; 1 40 mm AA
SPEED—15 knots; COMPLETED—1942–44

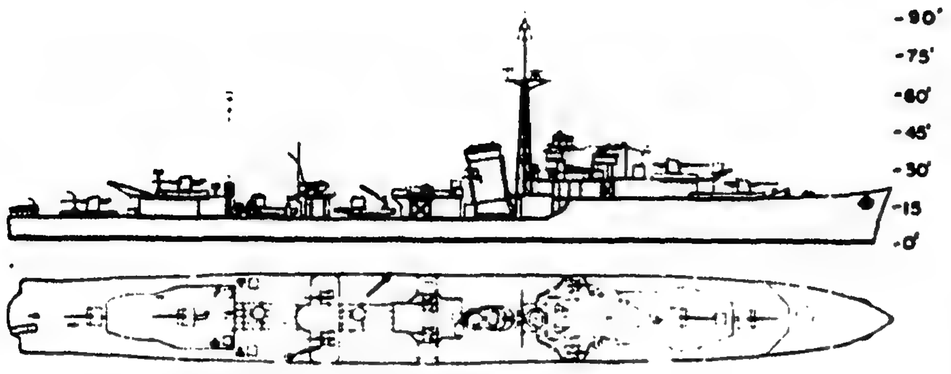
YB "72′ ML" Class
DISPL.—46 tons
LENGTH—72′; BEAM—16′; DRAFT—5′
ARMAMENT—1 20 mm AA
SPEED—11 knots; COMPLETED—

PAKISTAN

DD

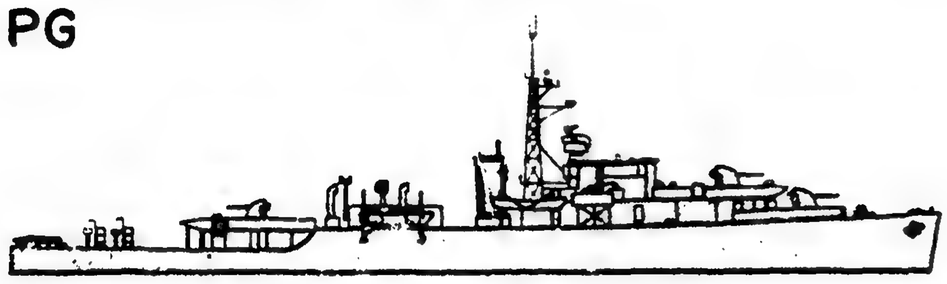


TAIMUR ("Emergency" 4.5" Class) 363'oa



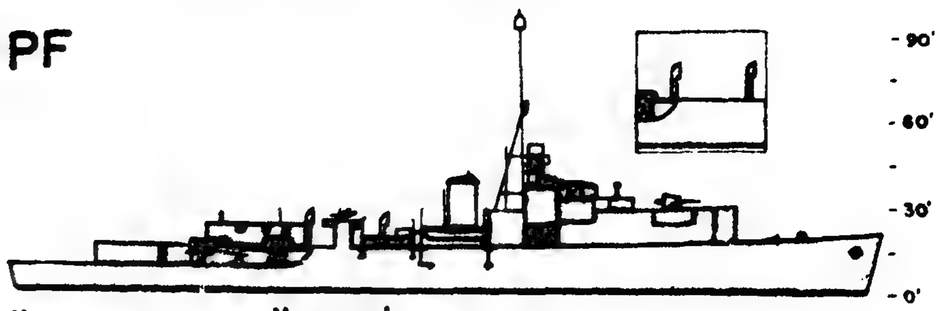
"Intermediate" Class 345'oa

PG



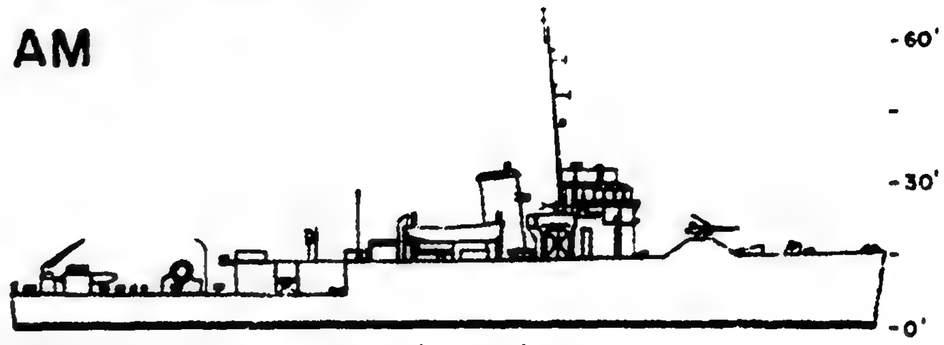
"Modified Bittern" Class 292'6"oa

PF



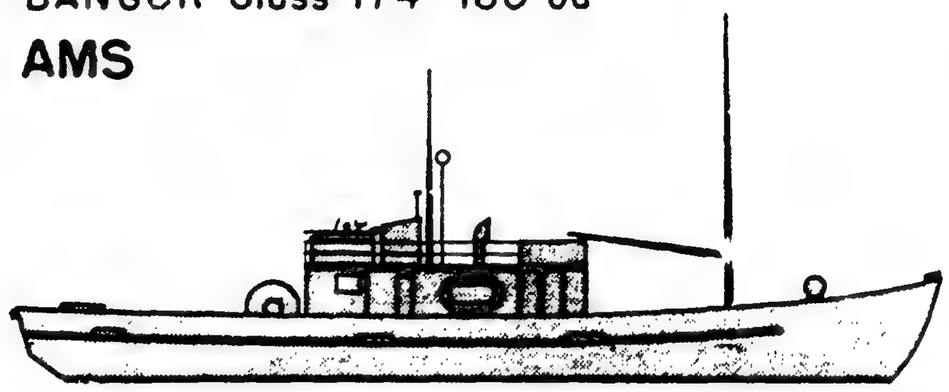
"Ri er Class" 301'oo

AM



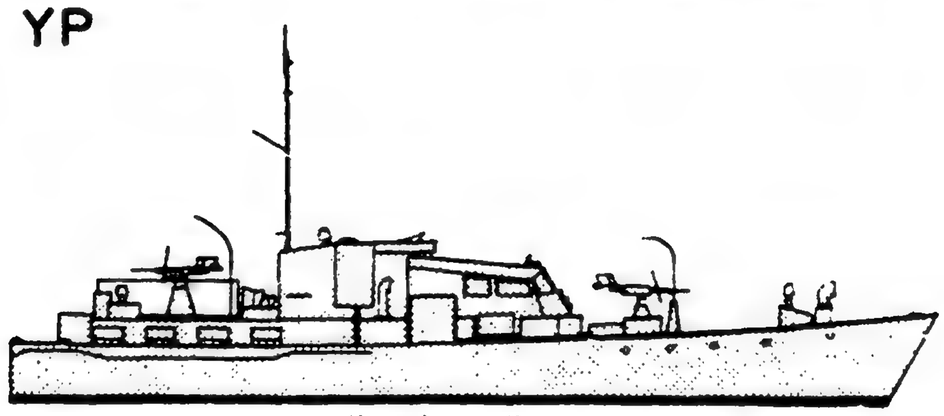
BANGOR Class 174'-180'oa

AMS



"105' MMS" Class

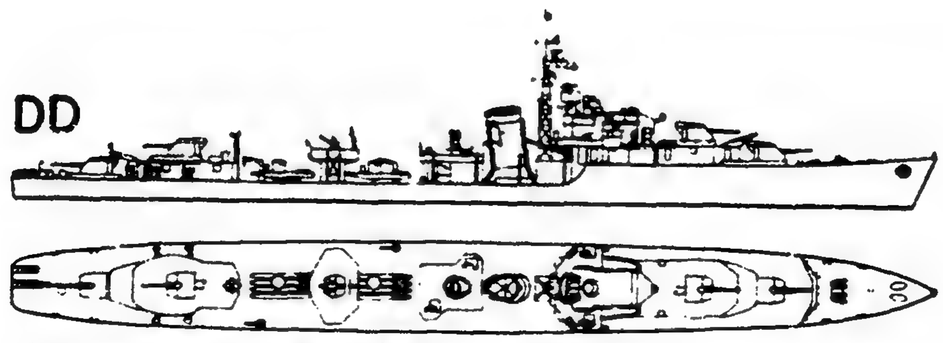
YP



"72' ML" Class

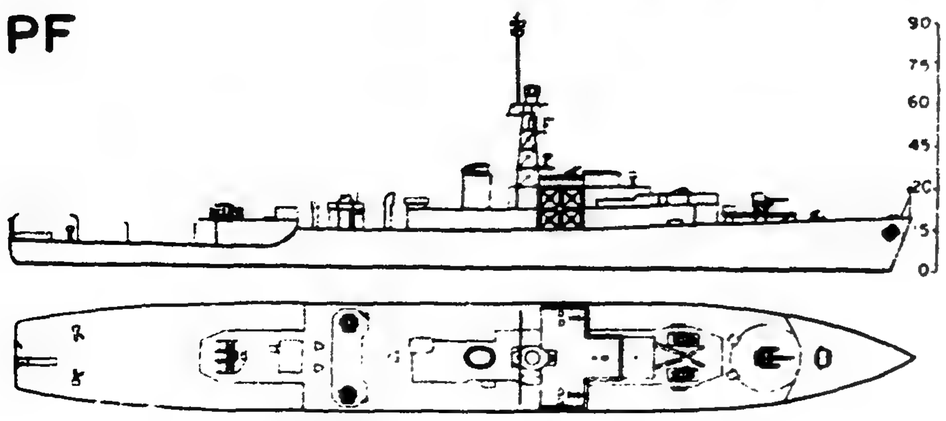
SOUTH AFRICA

DD



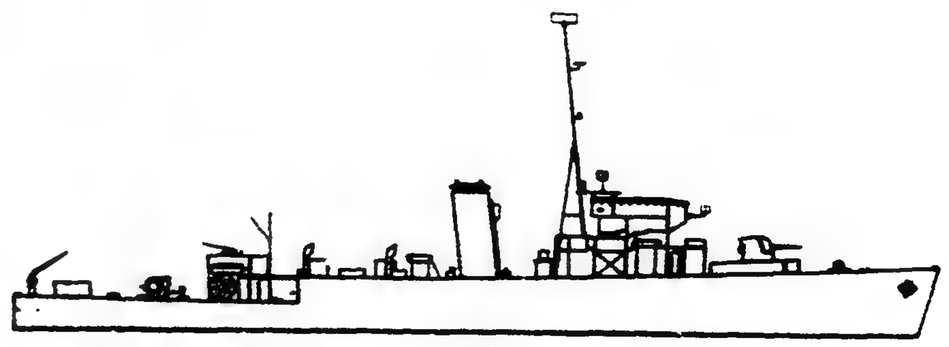
"Emergency" 4.7" Class 363'oa

PF



"Loch" Class 307'oa

AM



ALGERINE Class 235'oa

PAKISTAN—Ship Data

DD TAIMUR ("Emergency" 4.5" Class)
DISPL.—1,710 tons
LENGTH—363'; BEAM—36'; DRAFT—16'
ARMAMENT—3 4.5"; 6 40 mm AA; (2 ahead-throwing weapons (squid); 4 21" TT
SPEED—36.75 knots; COMPLETED—1946

DD "Intermediate" Class
DISPL.—1,540 tons
LENGTH—345'; BEAM—35'; DRAFT—16'
ARMAMENT—4 4.7"; 4 40 mm AA; 8 21" TT
SPEED—(31 knots max.); COMPLETED—1941–42

PG "Modified Bittern" Class
DISPL.—1,340 tons
LENGTH—292' 6"; BEAM—37' 6"; DRAFT—11'
ARMAMENT—6 4" DP; 2 40 mm AA
SPEED—(16 knots max.); COMPLETED—1943

PF "River" Class
DISPL.—1,370 tons
LENGTH—301'; BEAM—37'; DRAFT—15'
ARMAMENT—2 4"; 0–4 20 mm AA
SPEED—26 knots; COMPLETED—1943

AM BANGOR Class
DISPL.—550–605 tons
LENGTH—171'–180'; BEAM—28' 6"; DRAFT—10'
ARMAMENT—1 3"; 0–3 20 mm AA
SPEED—16 knots; COMPLETED—1942–46

AMS "105' MMS" Class
DISPL.—255 tons
LENGTH—119'; BEAM—23'; DRAFT—9'
ARMAMENT—1 20 mm AA
SPEED—10 knots; COMPLETED—1943

YP "72' ML" Class
Displ.—44 tons
LENGTH—72'; BEAM—16'; DRAFT—5'
ARMAMENT—1 3 pdr.; 1 20 mm AA
SPEED—10 knots; COMPLETED—

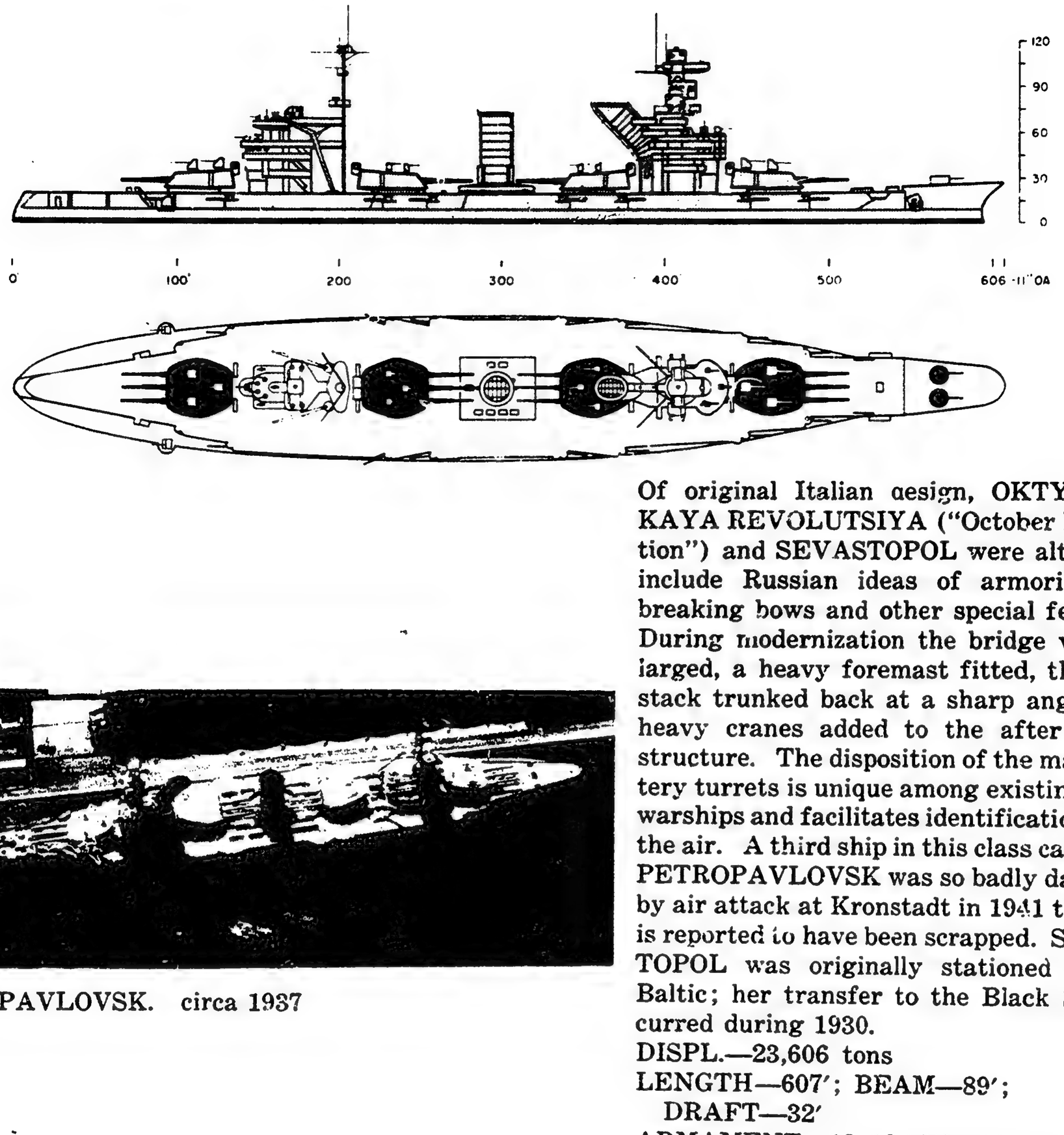
SOUTH AFRICA—Ship Data

DD "Emergency" 4.7" Class
DISPL.—1,710 tons
LENGTH—363'; BEAM—36'; DRAFT—16'
ARMAMENT—4 4.7"; 5 40 mm AA; 8 21" TT
SPEED—36.75 knots; COMPLETED—1944

PF "Loch" Class
DISPL.—1,435 tons
LENGTH—307'; BEAM—39'; DRAFT—15'
ARMAMENT—1 4" DP; 4 40 mm AA
SPEED—19 knots; COMPLETED—1944–45

AM ALGERINE Class
Displ.—950–1,040 tons
LENGTH—235'; BEAM—36'; DRAFT—11'
ARMAMENT—1 4" DP; 4–12 20 mm AA
SPEED—16 knots; COMPLETED—1943–45

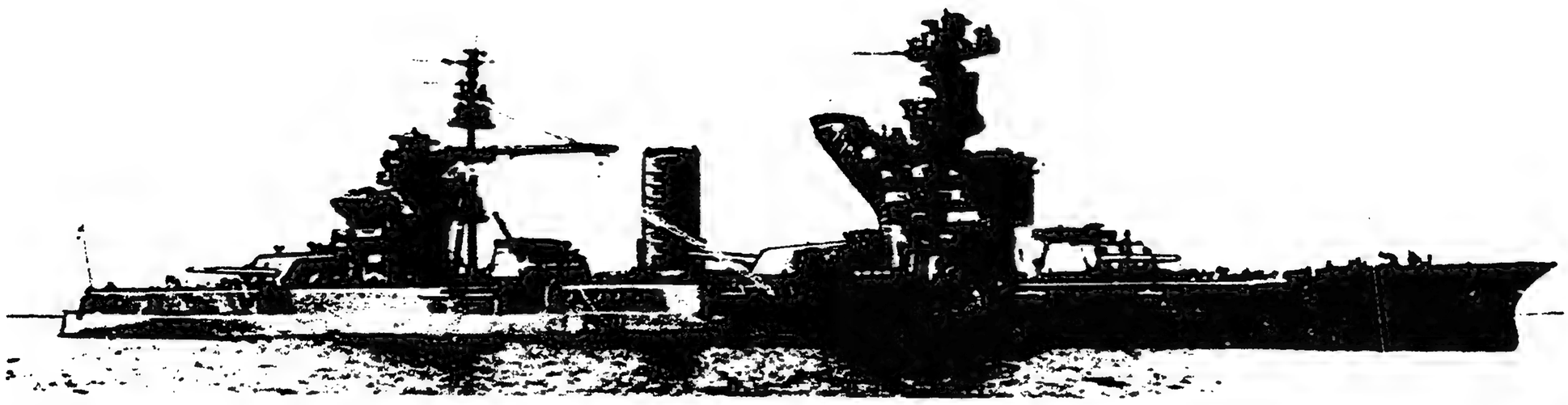
USSR--BB GANGUT Class



PETROPAVLOVSK. circa 1937

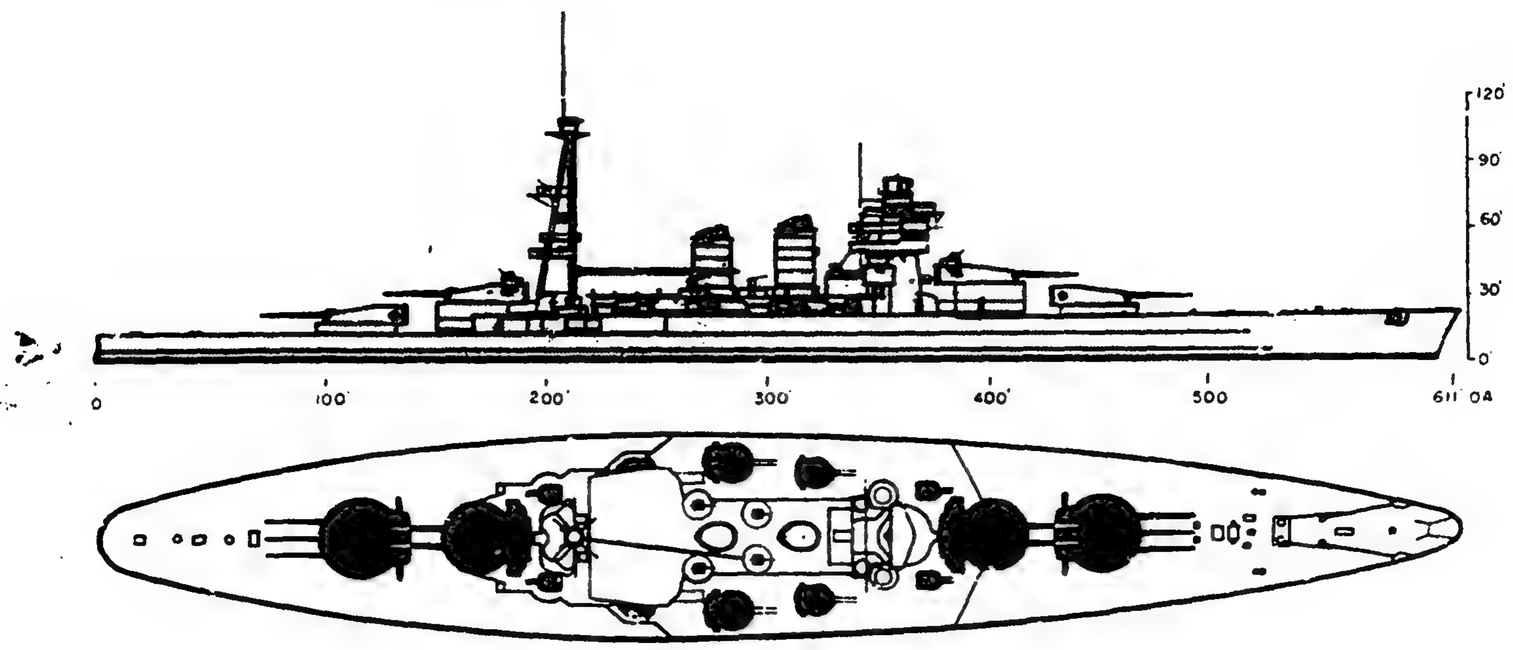
Of original Italian design, OKTYABRSKAYA REVOLUTSIYA ("October Revolution") and SEVASTOPOL were altered to include Russian ideas of armoring, ice breaking bows and other special features. During modernization the bridge was enlarged, a heavy foremast fitted, the first stack trunked back at a sharp angle, and heavy cranes added to the after superstructure. The disposition of the main battery turrets is unique among existing large warships and facilitates identification from the air. A third ship in this class called the PETROPAVLOVSK was so badly damaged by air attack at Kronstadt in 1941 that she is reported to have been scrapped. SEVASTOPOL was originally stationed in the Baltic; her transfer to the Black Sea occurred during 1930.

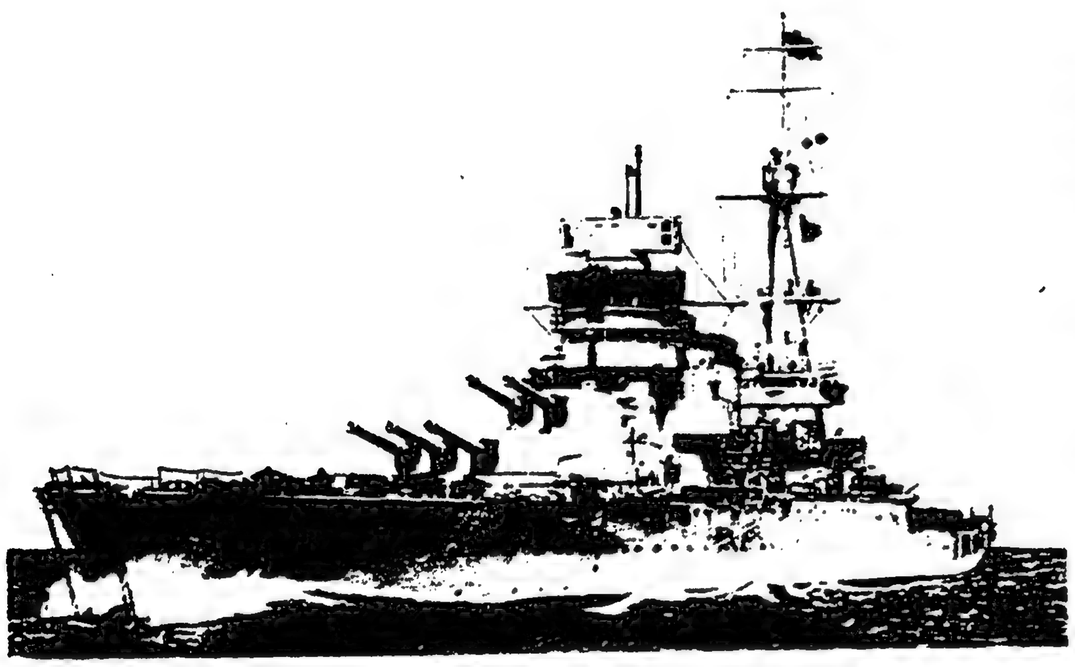
DISPL.—23,606 tons
LENGTH—607′; BEAM—89′;
DRAFT—32′
ARMAMENT—12 12″/52; 16 4.7″/50;
4 18″ TT
SPEED—23 knots; COMPLETED—1915



SEVASTOPOL. prior to 1942

USSR—BB CAVOUR Class

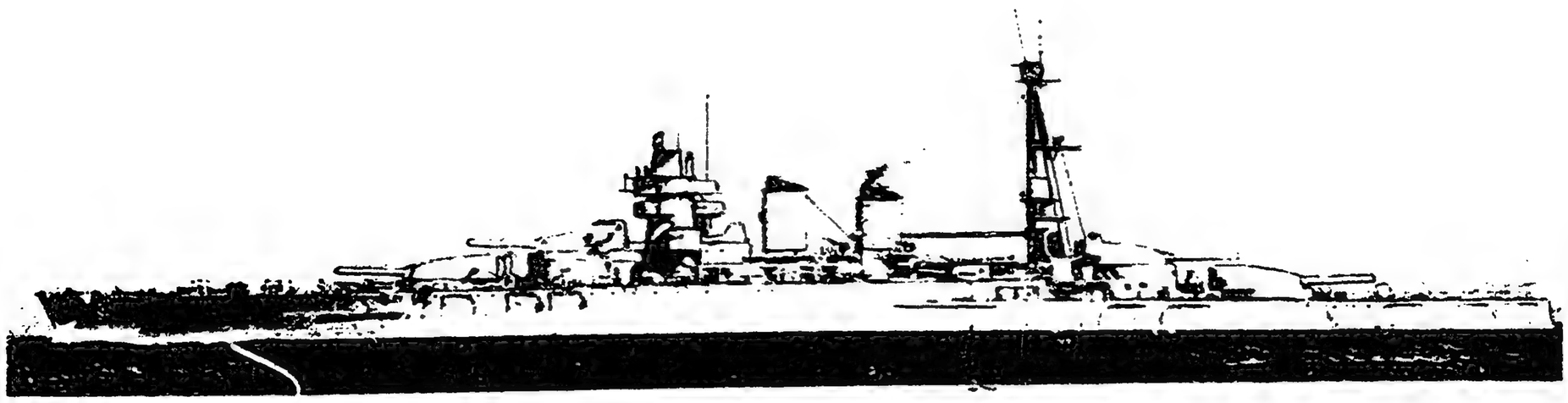




CAVOUR Class. 1938

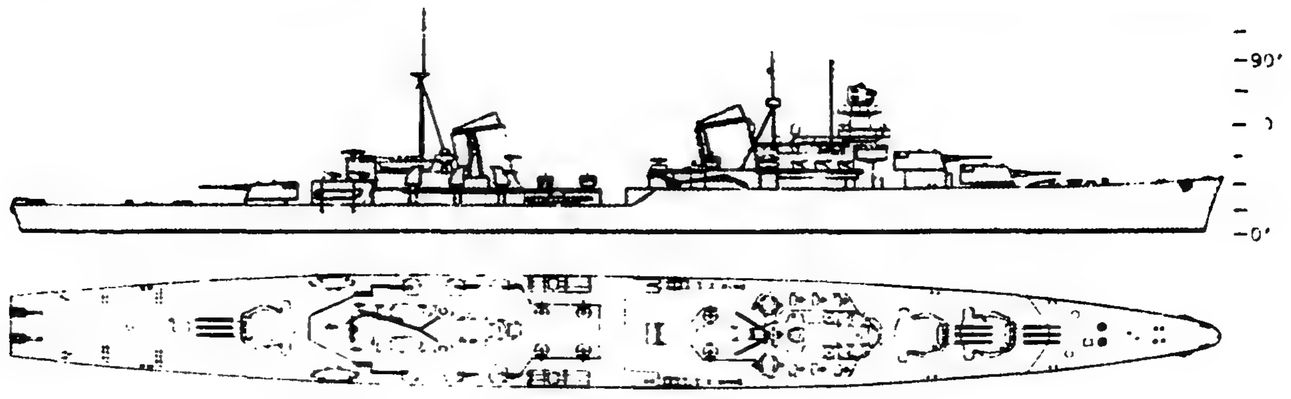
Under the terms of the Italian Peace Treaty and related agreements, the USSR exchanged ARCHANGELSK (HMS ROYAL SOVEREIGN) for GIULIO CESARE. Oldest of Italian battleships to survive World War II, this unit was thoroughly modernized during the late 1930's. Replacement of the original 13-12" gun main battery, lighter guns and machinery, and extensive reconstruction of hull, protective system and superstructure was undertaken during this overhaul. Speed was raised above the originally designed figure of 21 knots. The 12.6" guns are reported to be a new and powerful model and very satisfactory. CESARE'S prominent tripod mainmast distinguishes her from Italy's post-war fleet battleships of the DORIA Class and cruisers of the GARIBALDI Class.

DISPL.—23,622 tons
LENGTH—611'; BEAM—92';
DRAFT—35'
ARMAMENT—10 12.6"/44; 12 4.7"/50; 8 3.9"/47 DP
SPEED—27 knots; COMPLETED—1914; RECONSTRUCTED—1935-37



CAVOUR Class.

USSR—CA KIROV Class

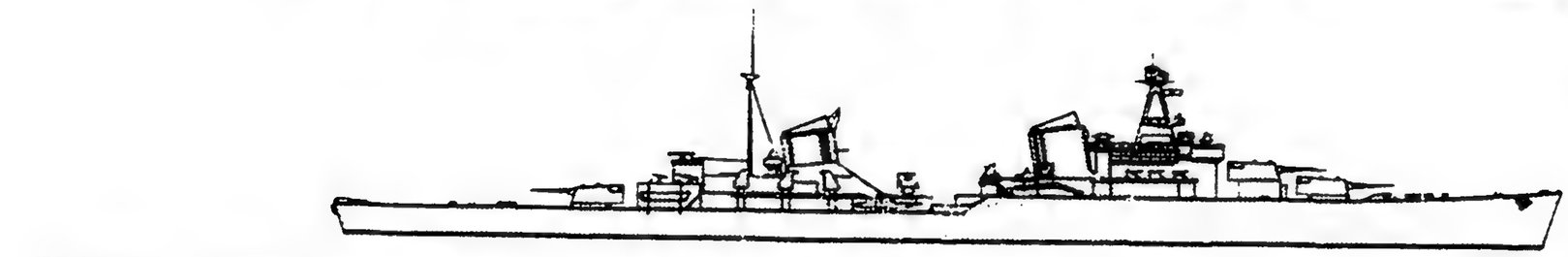


KIROV Class. 1954



KIROV Class Variations. 1954

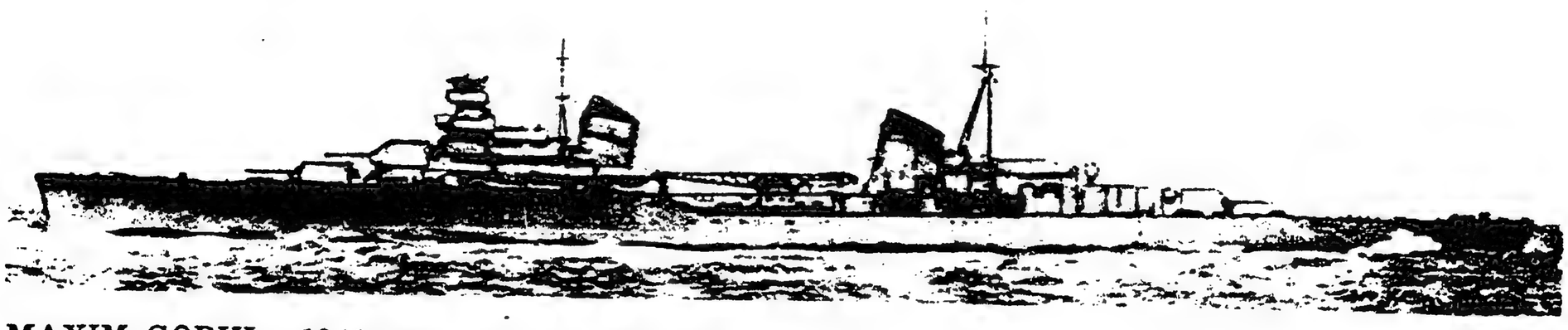
DISPL.—8,400–8,800 tons
LENGTH—627′; BEAM—59′;
DRAFT—20′
ARMAMENT—9 7.1″/57; 8 3.9″ AA;
6 21″ TT
SPEED—37 knots; COMPLETED—
1938–44



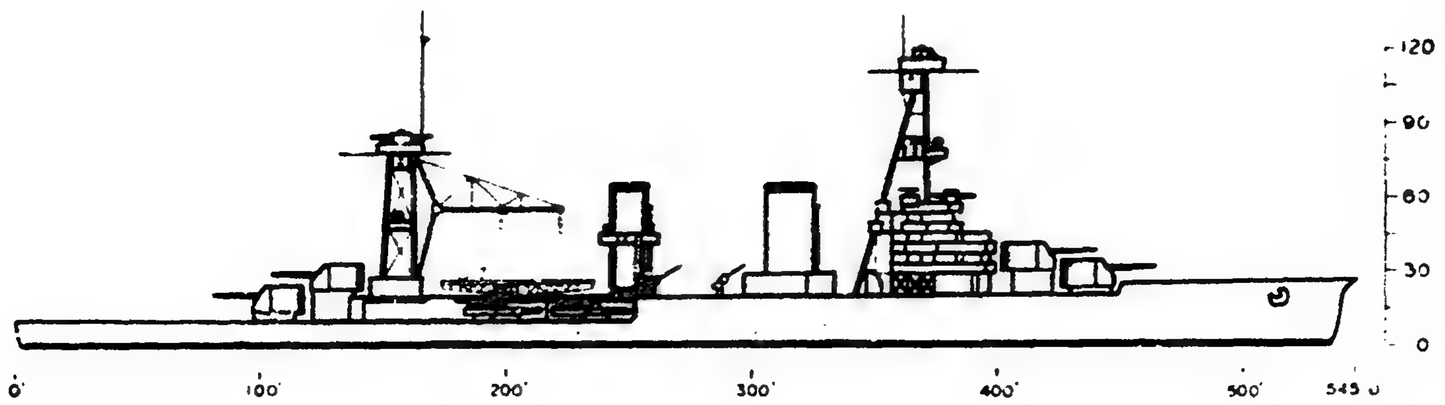


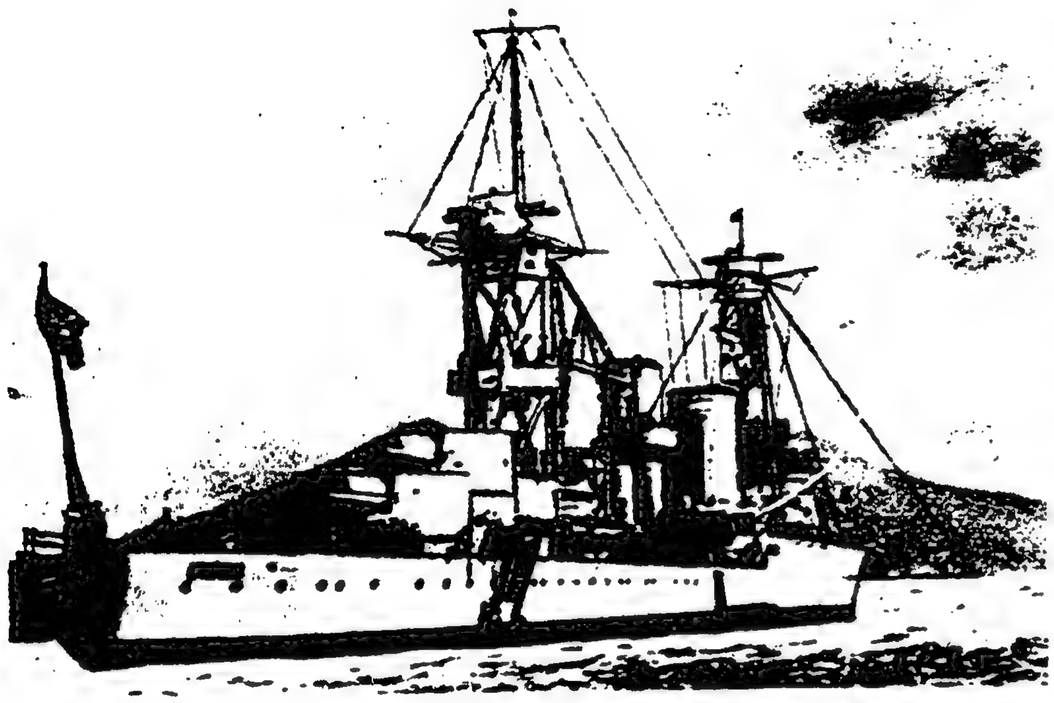
MAXIM GORKI. 1940

Ships of this class were the first large warships built in the USSR after 1917. The design is based on that of the Italian light cruiser MONTECUCCLI, and the machinery for the initial unit was imported from Italy. The 7.1″ gun is a unique caliber among modern navies, and is reported to have a long effective range. Recognition features are the extremely broad stacks. At long ranges the KIROV Class cruisers are recognitionally similar to the Swedish AA cruisers GOTA LEJON and TRE KRONOR. The first two units were constructed with a quadruped foremast but the later units of the KIROV Class have a tower foremast as shown by the upper drawings, instead of the quadruped foremast. The older pictures show catapults. These have since been removed in favor of increased anti-aircraft batteries.



MAXIM GORKI. 1940

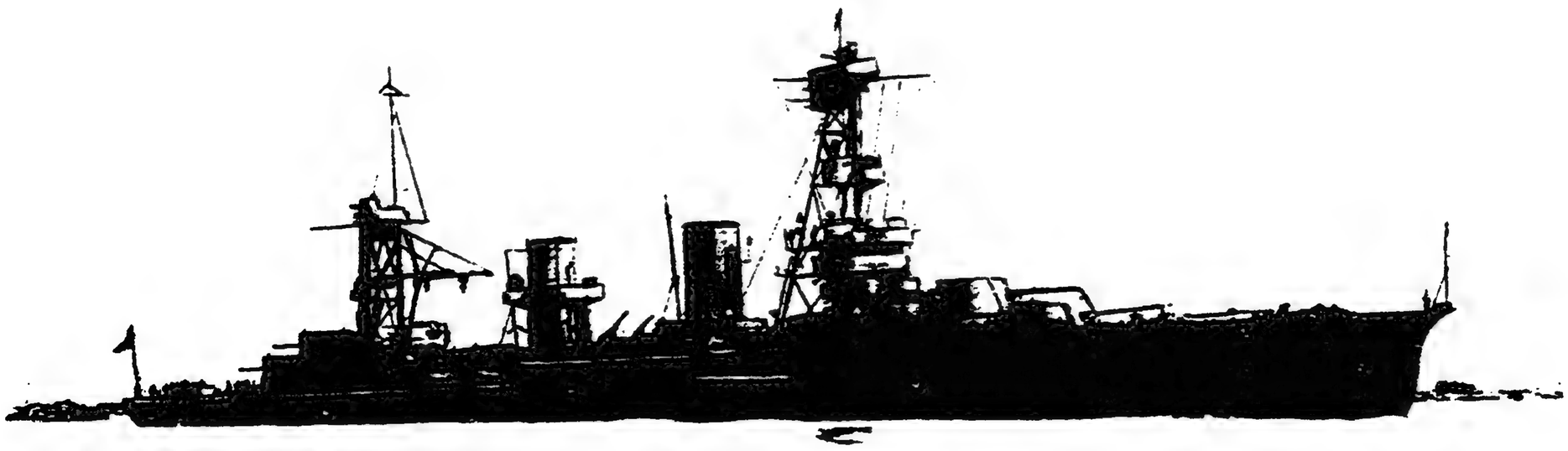




KRASNY KAVKAZ. Note turrets and stern. 1934

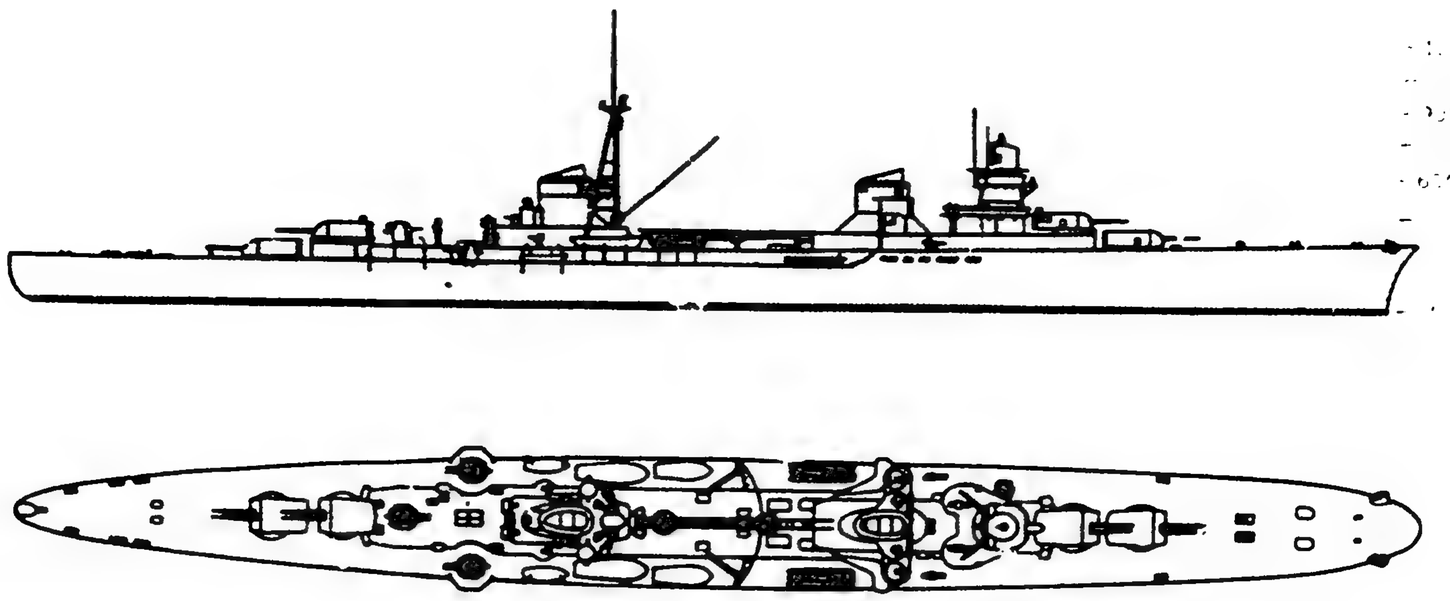
Laid down under the Tzarist Regime as a unit of the SVIETLANA Class of 5.1" gun fast scout cruisers, KRASNY KAVKAZ was considerably modified when her construction was resumed by the Soviets. She emerged as an under-gunned, diminutive "heavy cruiser" of greater technical than military interest. The first cruiser to mount the 7.1" gun, the reason for her rearming may be surmised as a desire to start training and experimentation afloat with this Soviet-developed piece well in advance of the first commissioning of the KIROV Class units. Recognition features are: spacing and shapes of the stacks, foremast and trellis mainmast; and the Japanese style clipper bow. From the air the marked break in the forecastle deck just forward of No. 1 turret and the transom stern assist identification.

DISPL.—7,000 tons
LENGTH—545'; BEAM—52';
DRAFT—20'
ARMAMENT—4 7.1"/57; 12 3.9";
6 21" TT
SPEED—30 knots; COMPLETED—1930



KRASNY KAVKAZ. circa 1937

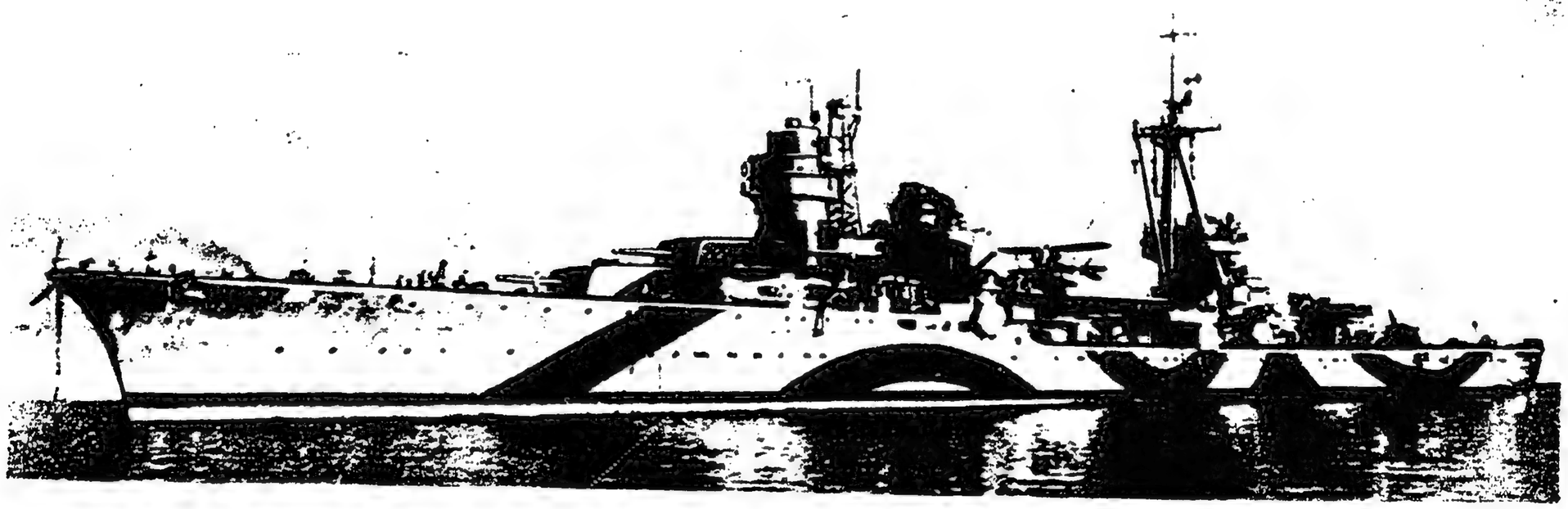
USSR—CL DUCA D'AOSTA Class

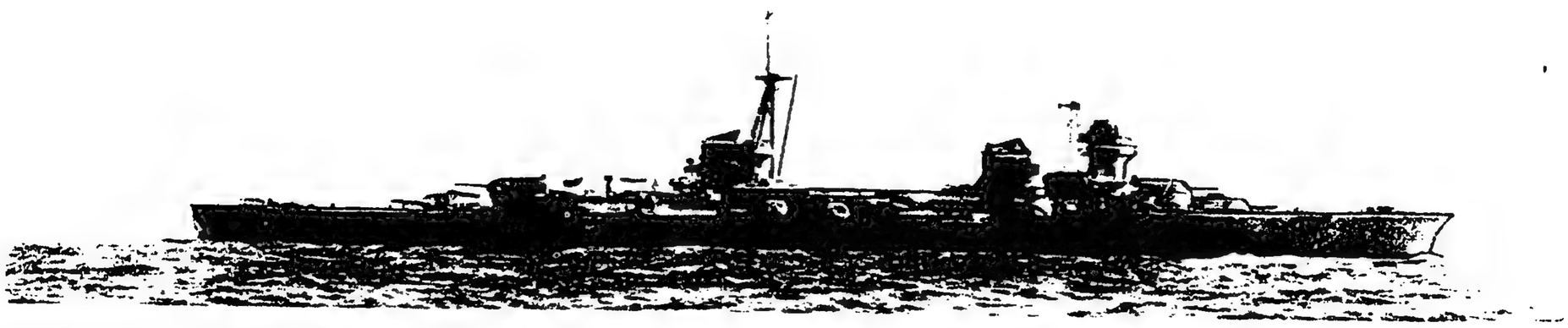


Circa 1954

Under the same circumstances governing the acquisition of CESARE, the USSR exchanged MURMANSK (USS MILWAUKEE) for DUCA D'AOSTA. Lightly constructed and armored, this vessel was intended to rely on high speed and long-range 6″ guns. Italian cruisers of this general type suffered heavy losses during the war. DUCA D'AOSTA is practically identical in appearance with MONTECUCCOLI, retained by Italy, and with her sister SAVOIA—assigned to Greece. From the air her main battery plan and a rounded (not transom) stern differentiate her from the Soviet-built KIROVs.

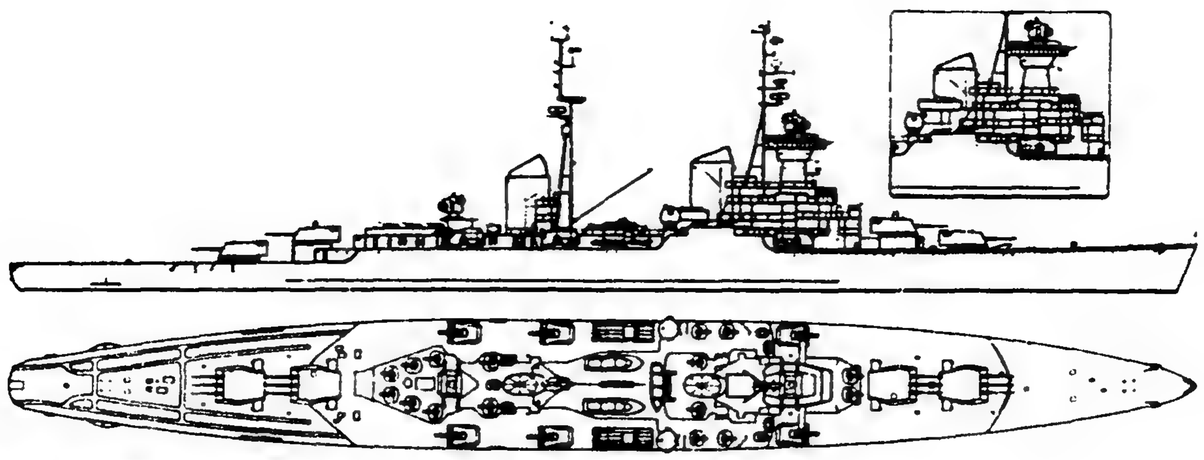
DISPL.—8,662 tons
LENGTH—613′; BEAM—57′; DRAFT—19′
ARMAMENT—8 6″/53; 6 3.9″/47 AA; 6 21″ TT
SPEED—36.5 knots; COMPLETED—1935

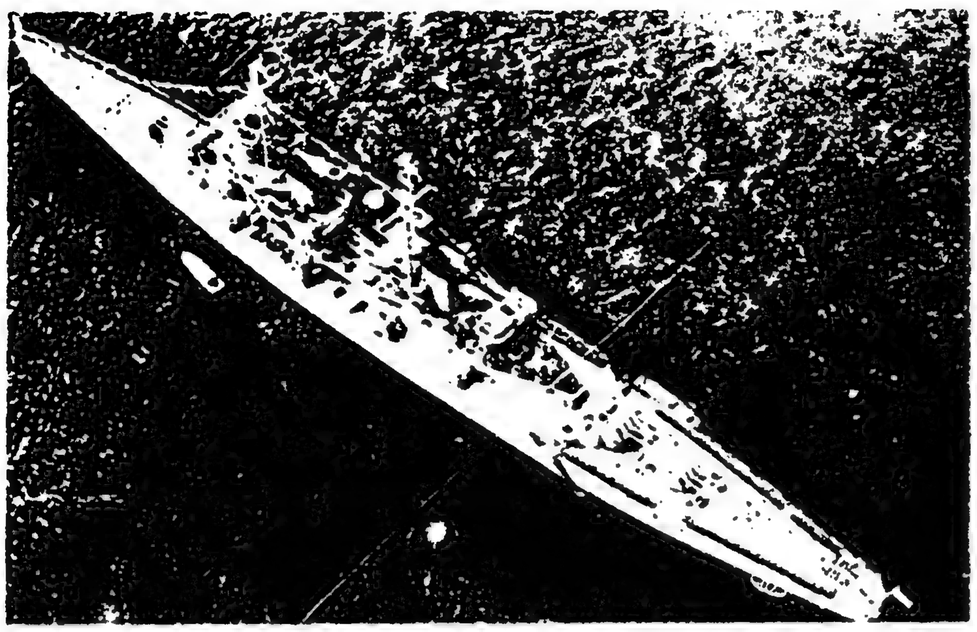




ex-DUCA D'AOSTA. 1944 (Trellis foremast since removed. See drawing above.)

USSR—CL SVERDLOV Class





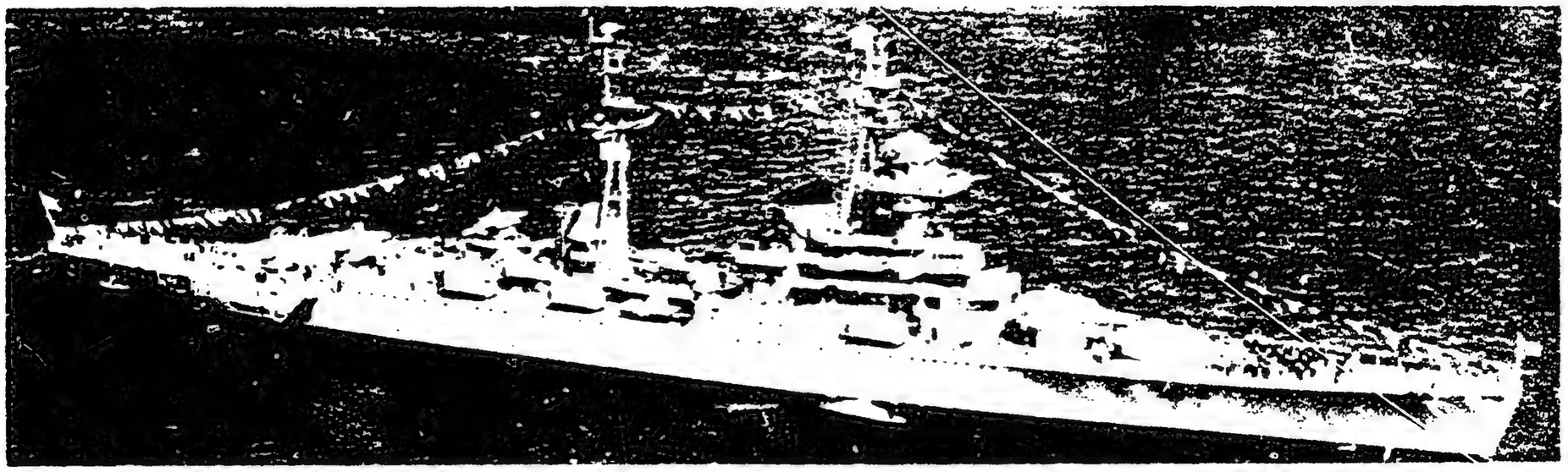
SVERDLOV. 1953



SVERDLOV. 1953

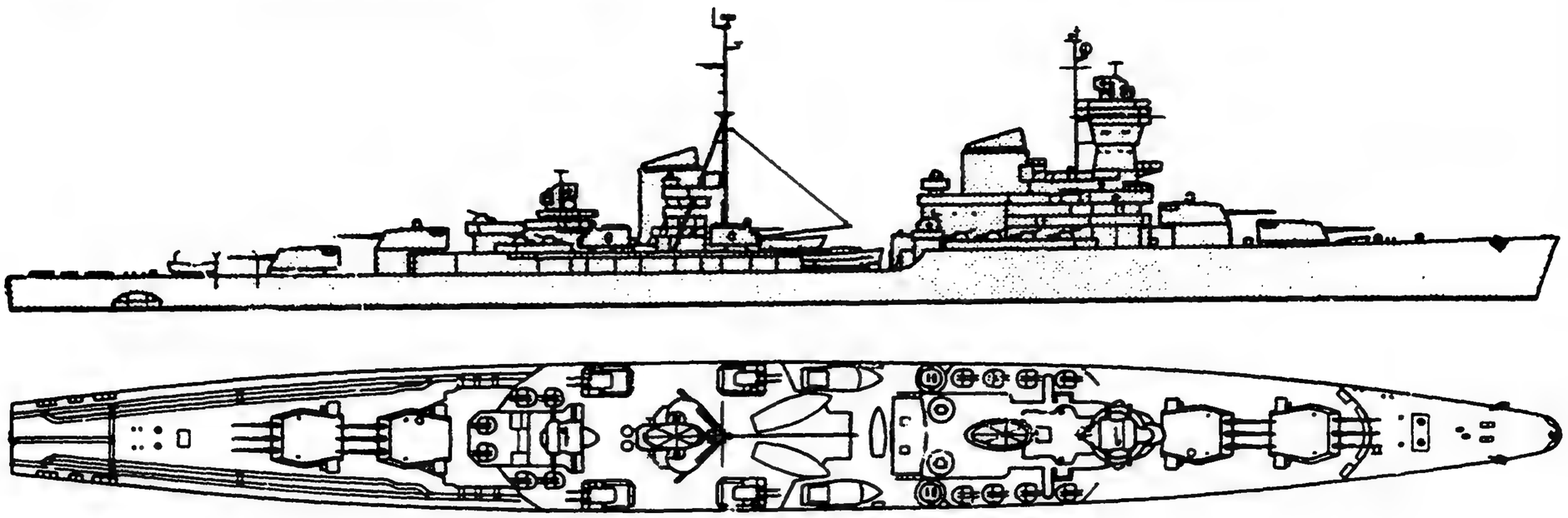
The SVERDLOV Class is the newest class of Russian cruisers. The design of this class is thought to show marked German and Italian influences. Ten sister ships in the class are built with eight others under construction. In addition to the gun armament, this class of ship mounts ten 21″ torpedo tubes and is fitted with mine tracks. Recognition characteristics include a deckline broken aft, capped upright stacks, tripod foremast and mainmast, and a heavy conical director tower forward.

DISPL.—12,800 tons
LENGTH—689′; BEAM—66′;
DRAFT—24′ 6″
ARMAMENT—12 6″; 12 3.9″ AA;
32 37 mm AA; 10 21″ TT
SPEED—35 knots; COMPLETED—
1950–



SVERDLOV. 1953

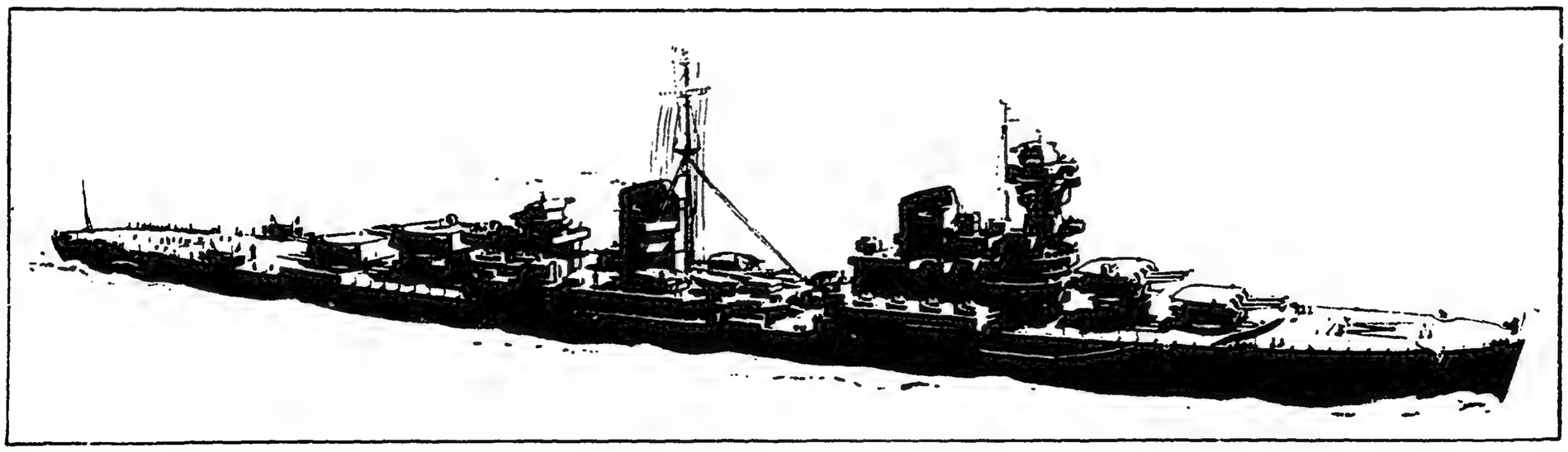
USSR—CL CHAPAYEV Class



1953.

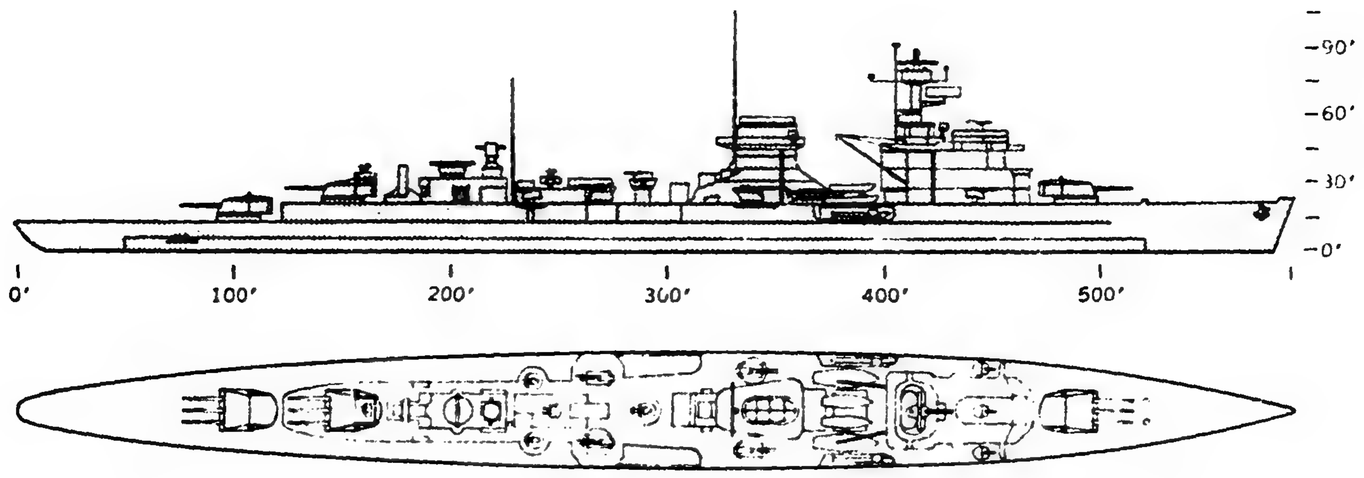
The CHAPAYEV Class cruisers were laid down before World War II, but were not completed until 1950–51 due to wartime delays. They are basically four-turret versions of the KIROV Class. Recognition characteristics include a broken deck line with the hull break slightly forward of amidships, four triple turrets (2 forward and 2 aft), two upright or vertical capped stacks, a heavy director on the control tower, a pole foremast, a tripod mainmast forward of the after stack, and a raked square stern. Units of this class have longer stacks and higher freeboard than ships of the KIROV Class.

DISPL.—11,500 tons
LENGTH—656′; BEAM—69′;
DRAFT—21′
ARMAMENT—12 6″; 8 3.9″ AA;
28 37 mm AA
SPEED—35 knots; COMPLETED—
1950–51



CHAPAYEV. circa 1954 (Artist conception)

USSR—CL ADMIRAL MAKAROV



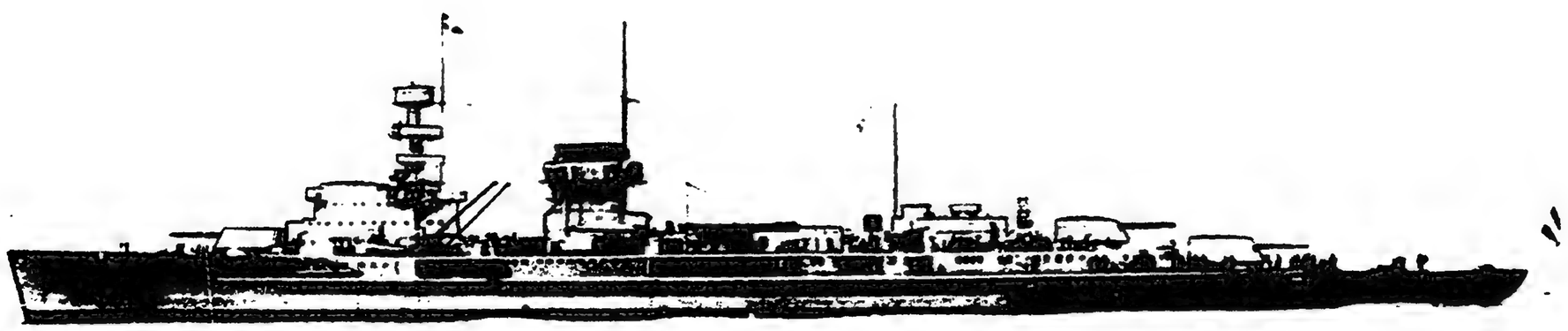
Circa 1954



ADMIRAL MAKAROV. As a German ship. 1938

This unit was the last light cruiser completed for the late German Navy. It was assigned to the USSR as part of its share of surrendered enemy ships. A combined steam-turbine and high-speed Diesel propelling plant is her most interesting technical feature. She is a mediocre fighting ship and was never employed far from German-controlled coasts during the war. The Soviets named her for a famous Tzarist flag officer, who lost his life during the Russo-Japanese War of 1904-05. Observed from the surface, the positions of the large bridge, tubular foremast and single trunked stack are identifying features; from the air the disposition of her prominent triple turrets remains a characteristic least subject to change.

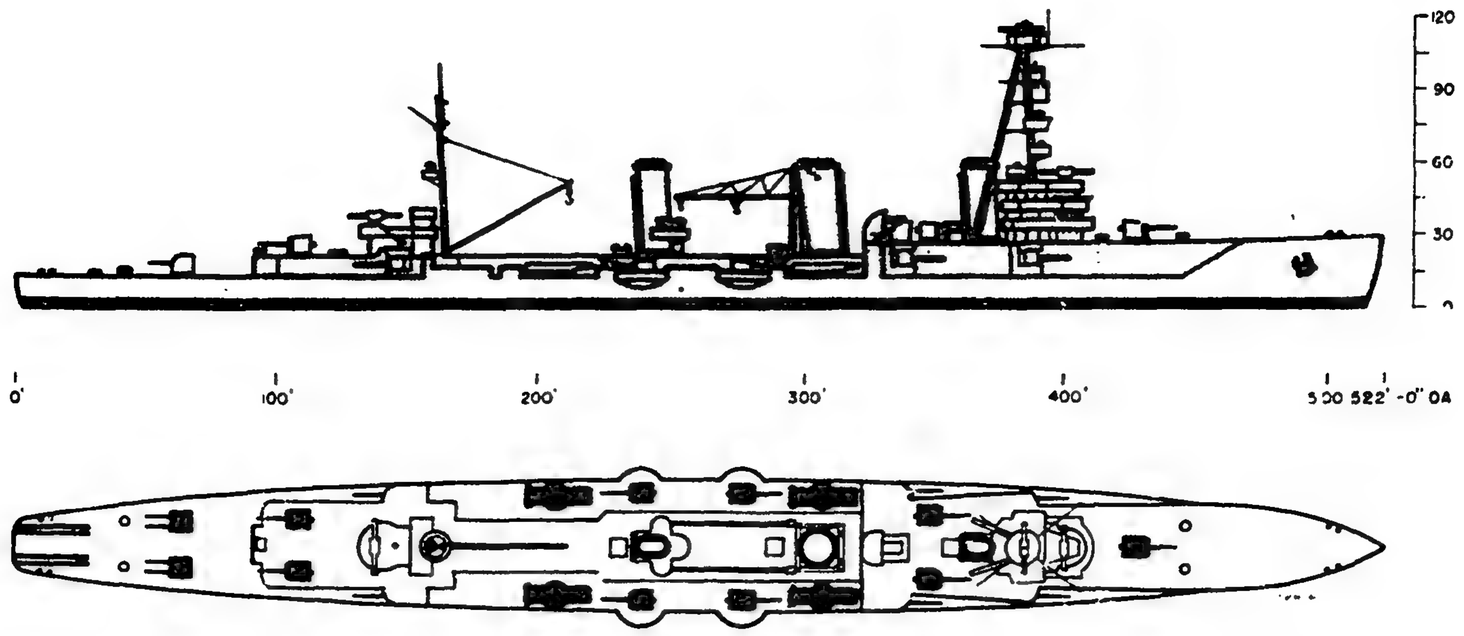
DISPL.—6,700 tons
LENGTH—594′; BEAM—54′; DRAFT—23′
ARMAMENT—9 5.9″/50; 8 3.5″ AA; 6 21″ TT
SPEED—31.5 knots; COMPLETED—1935

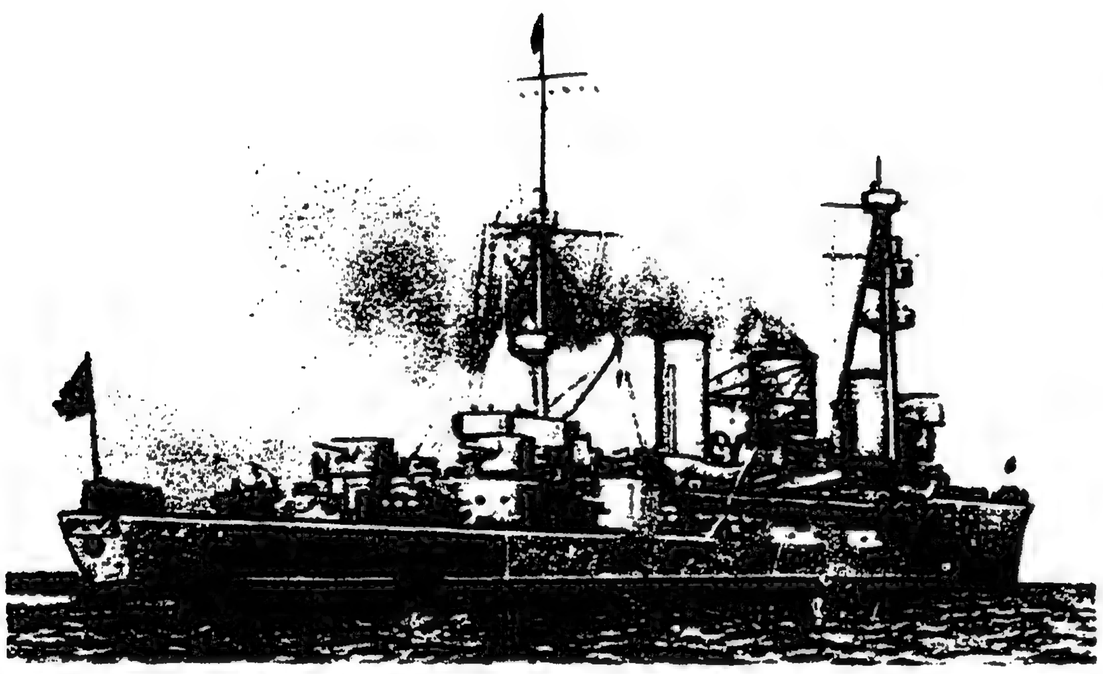


ADMIRAL MAKAROV. On trials. 1935

343149 O 55 — 9

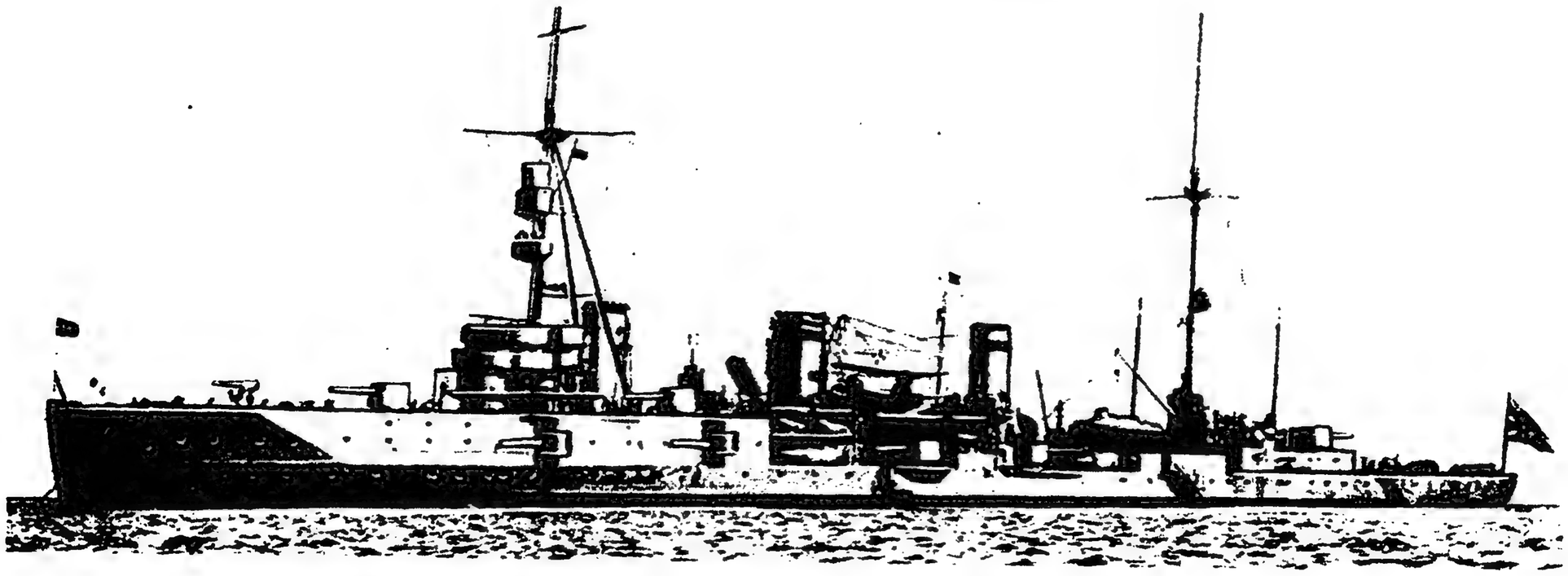
USSR—CL KRASNY KRIM





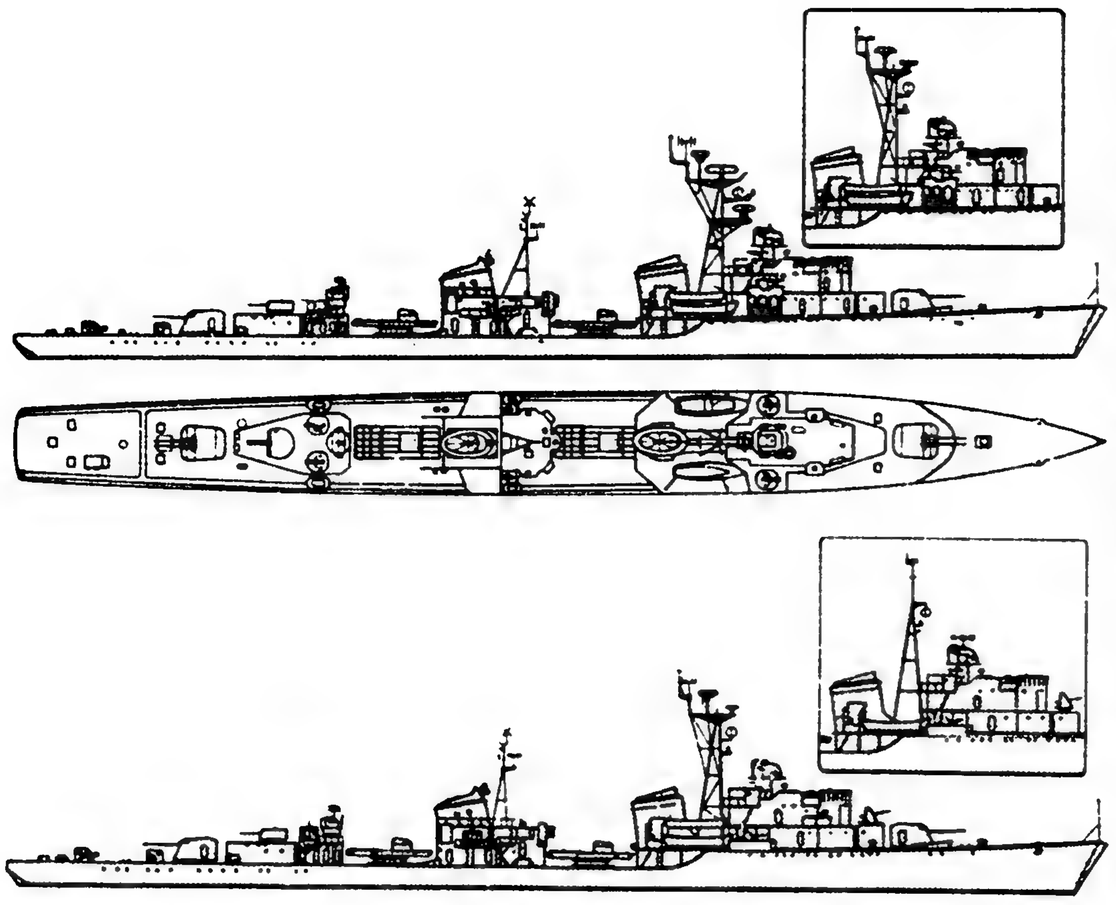
The KRASNY KRIM belongs to the last or SVIETLANA Class of light cruisers laid down and launched in Russia under the Imperial regime. Her design was well in advance of contemporary construction in other navies. A sister ship, CHERVONAYA UKRAINA, was sunk in shallow water during World War II. The bridge—tripod mast—forward stack combination make this vessel readily distinguishable from other three-stacked vessels. The casemate guns abreast the forward stack and mainmast belong to a bygone era.

DISPL.—6,934 tons
LENGTH—506′ 6″; BEAM—50′ 6″; DRAFT—18′
ARMAMENT—15 5.1″/55; 4 3.9″/47 AA; 6 21″ TT
SPEED—29.5 knots; COMPLETED—1923



KRASNY KRIM. Note position of after 5.1″ guns. Masts since shortened and forward bow gun since removed. Both circa 1933.

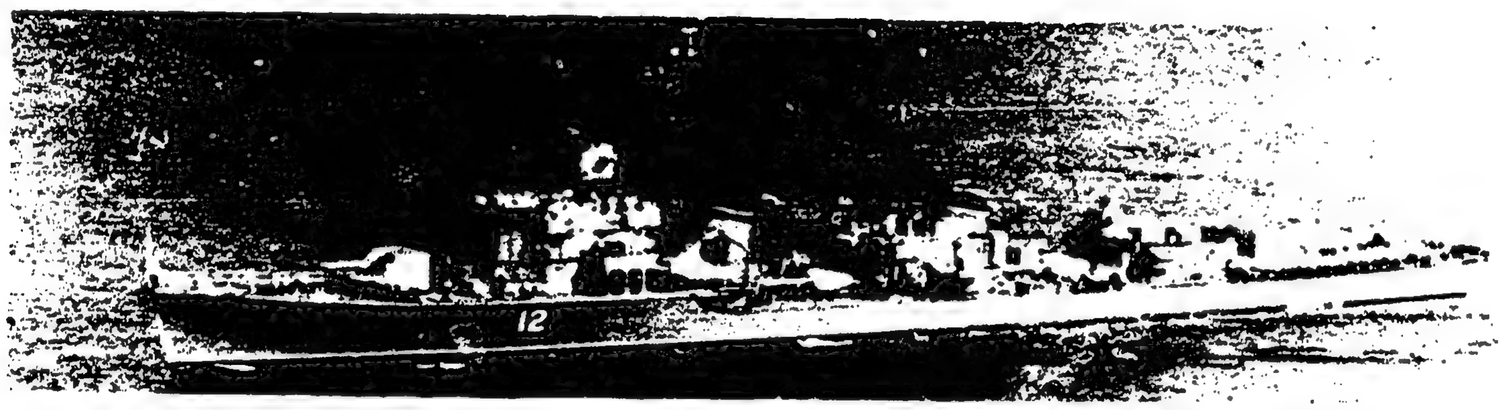
USSR—DD SKORYY Class

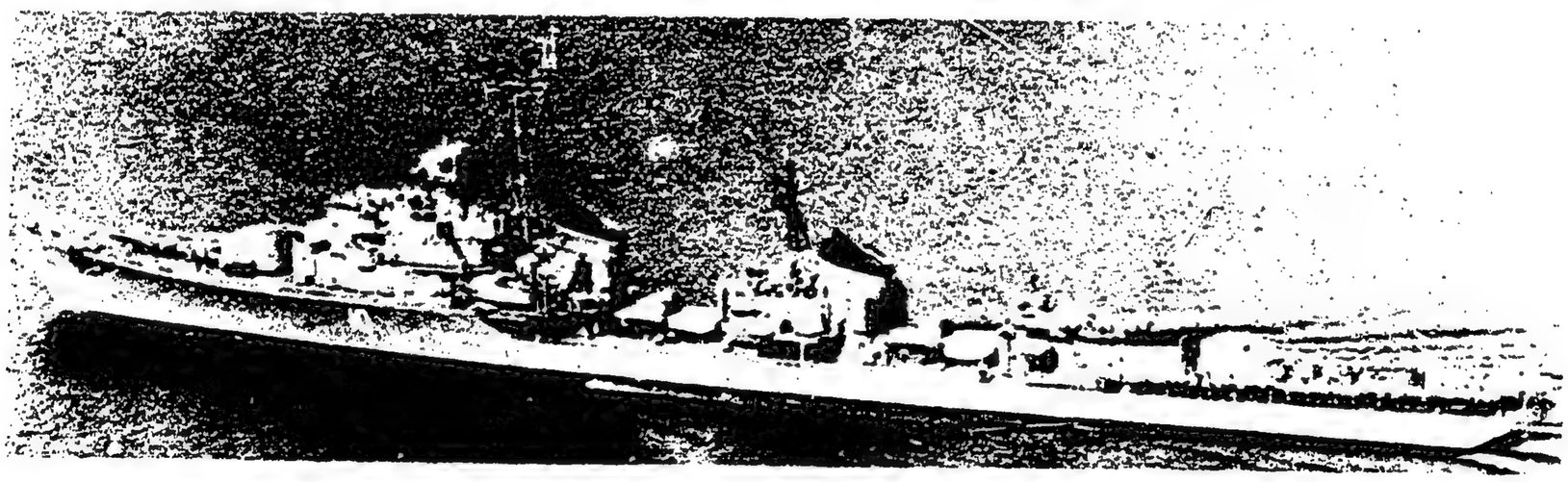


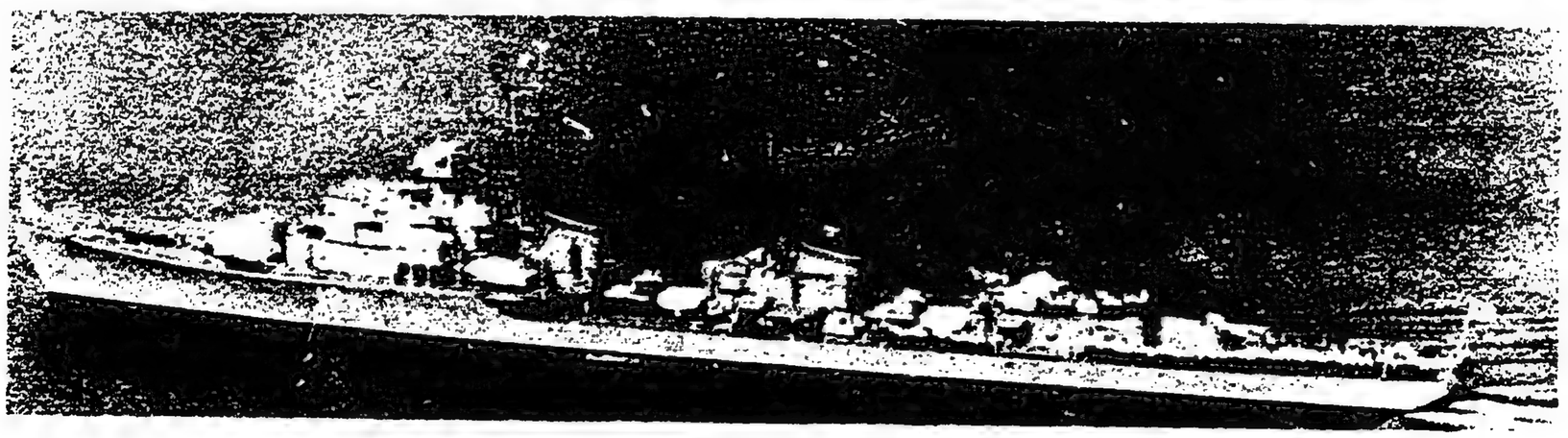
SKORYY Class. circa 1954

The SKORYY Class destroyers are a postwar modified version of the OTLICHNYY Class. They are somewhat larger than the OTLICHNYY units and have more antiaircraft guns and torpedo tubes. SKORYY Class units differ in appearance as shown by the drawings. Note also the unusual bow and stern appearance. These destroyers are characterized by tripod fore and mainmasts, two long thin tapered stacks, and a bank of five torpedo tubes aft of each stack.

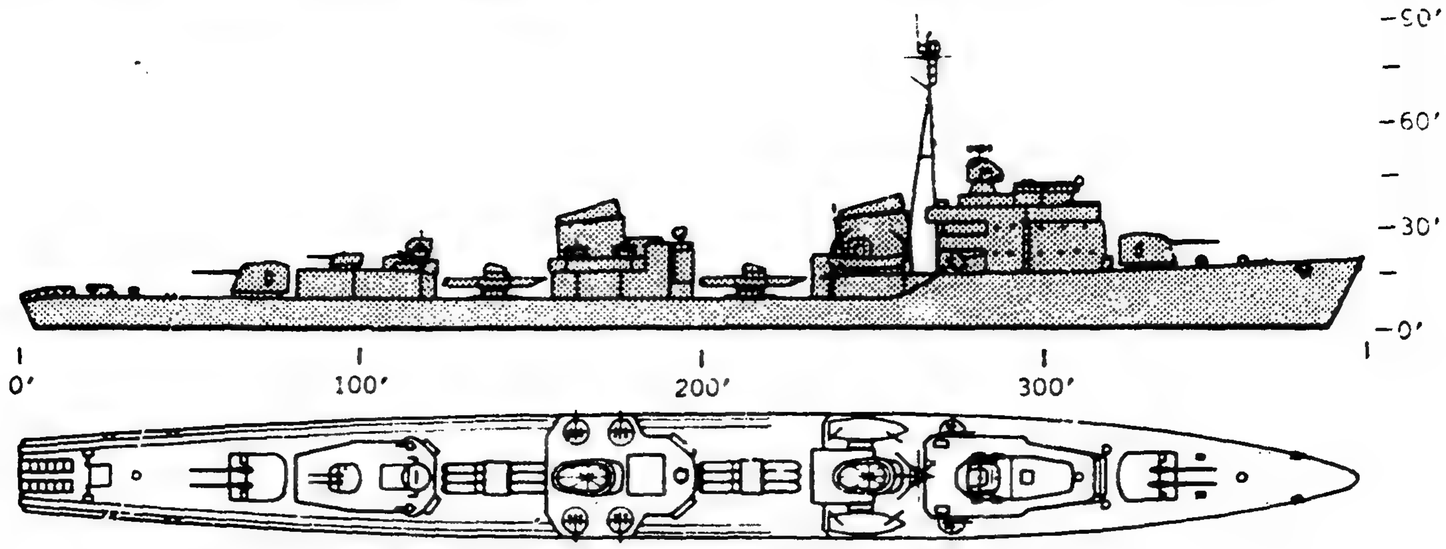
DISPL.—2,200 tons
LENGTH—394′; BEAM—38′;
DRAFT—13′
ARMAMENT—4 5.1″/55; 2 3″ AA;
7–10 37 mm AA; 10 21″ TT
SPEED—38 knots; COMPLETED—
1950–







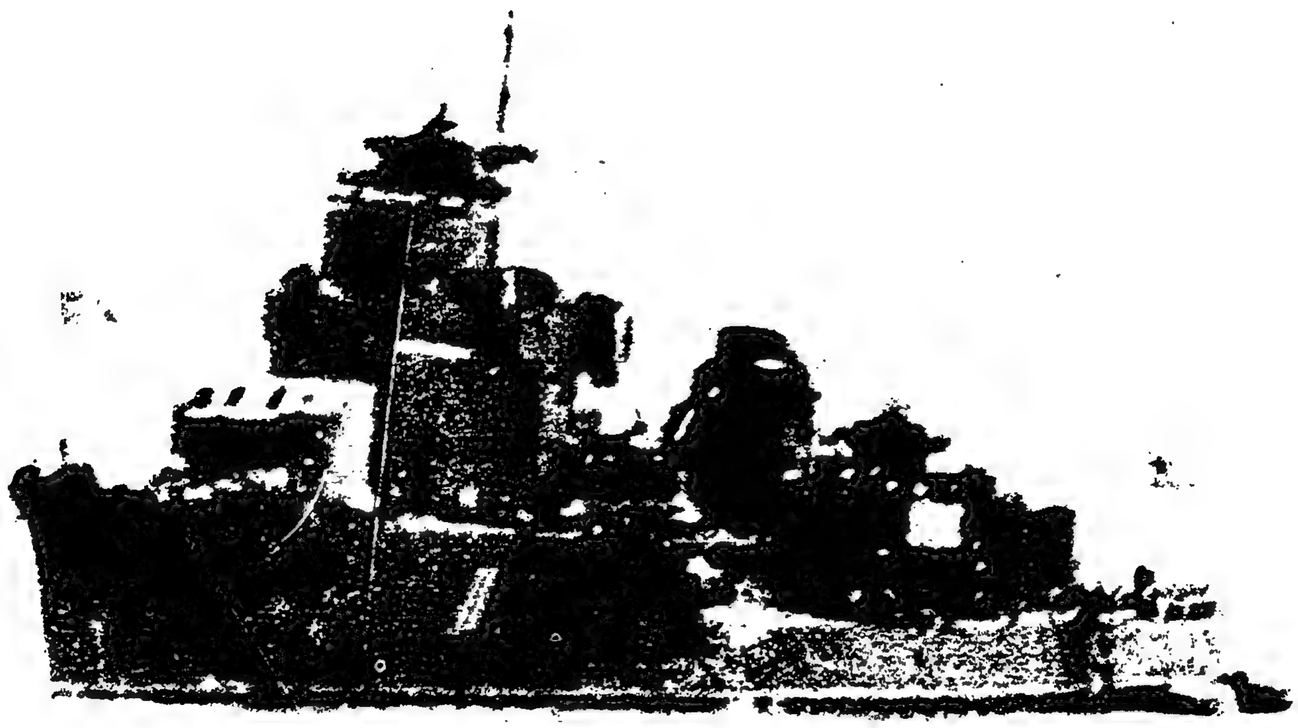
USSR—DD OTLICHNYY Class



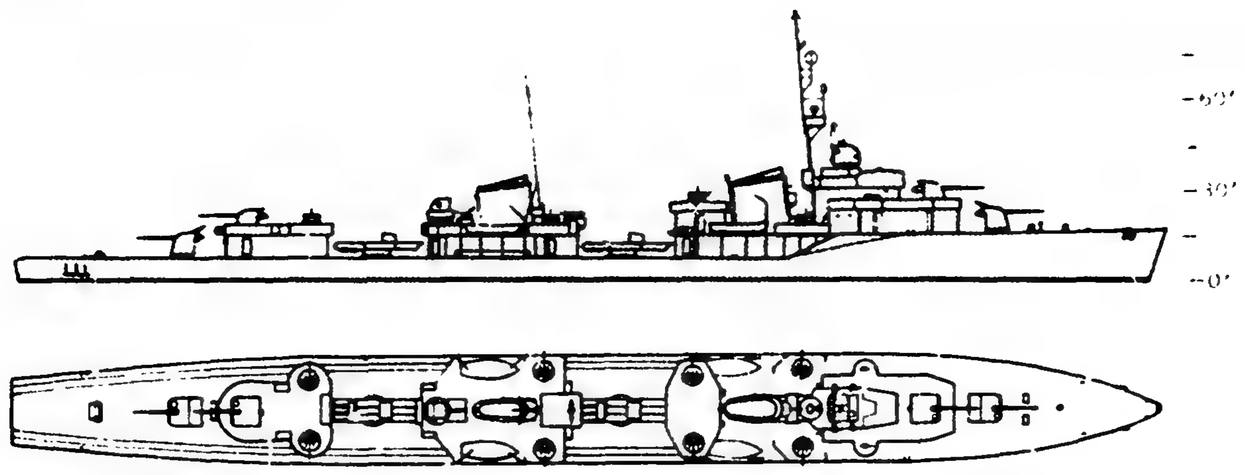
circa 1954

The OTLICHNYY Class units are slightly enlarged and improved versions of the SILNYY Class destroyers. They differ in mast appearance and main battery gun arrangement. These destroyers have a tripod foremast, as distinguished from the pole masts of the SILNYY Class destroyers. Where the SILNYY Class ships have two single 5.1″ gun mounts fore and aft, the OTLICHNYY Class have one twin 5.1″ gun mount fore and aft. These units have a prominent streamlined bridge, similar to the bridge of the STOROZHEVOI of the SILNYY Class which was damaged and reconstructed during World War II. Other recognition characteristics include a broken deckline immediately aft of the forward superstructure, two relatively short broad stacks, and two triple torpedo tube mounts with one forward and one aft of the after stack. These units have depth charge equipment and mine tracks.

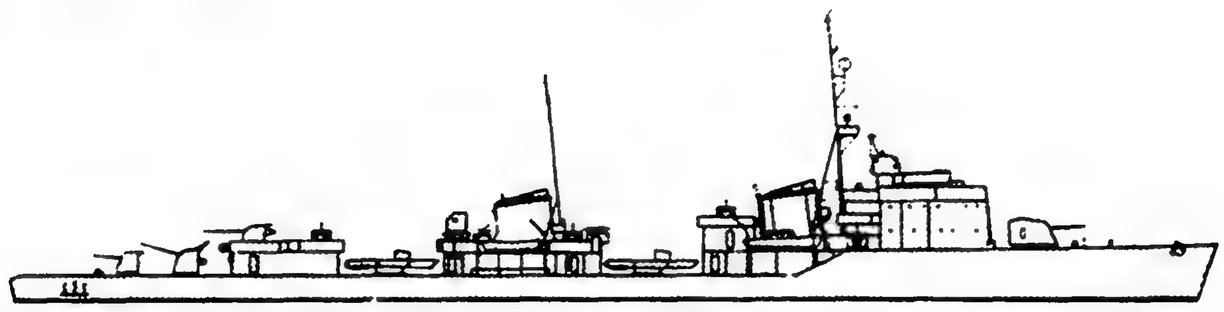
DISPL.—1,800–2,000 tons
LENGTH—387′; BEAM—37′; DRAFT—13′
ARMAMENT—4 5.1″/55; 2 3″ AA; 6–10 37 mm AA; 6 21″ TT
SPEED—38 knots; COMPLETED—1949–



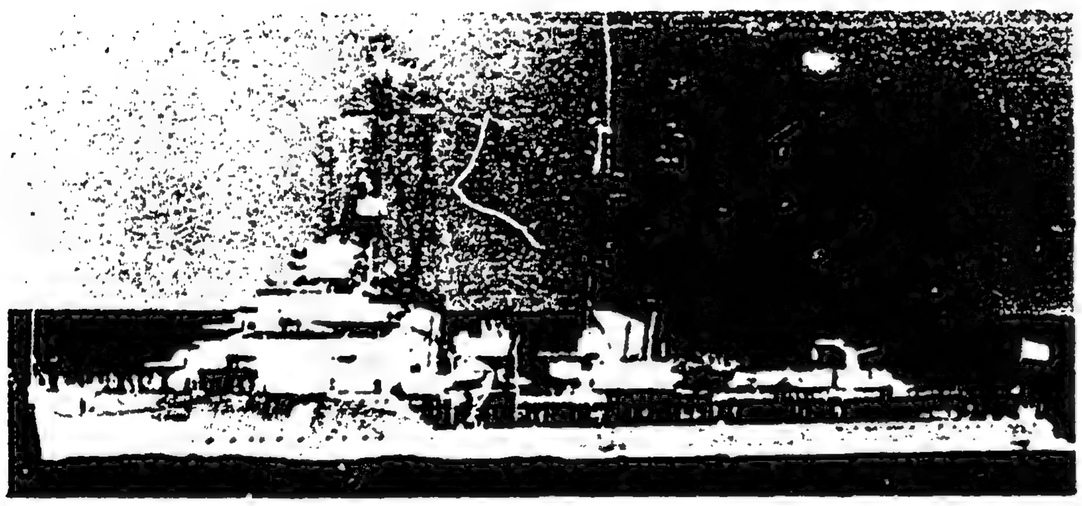
circa 1947



SILNYY Class. circa 1954



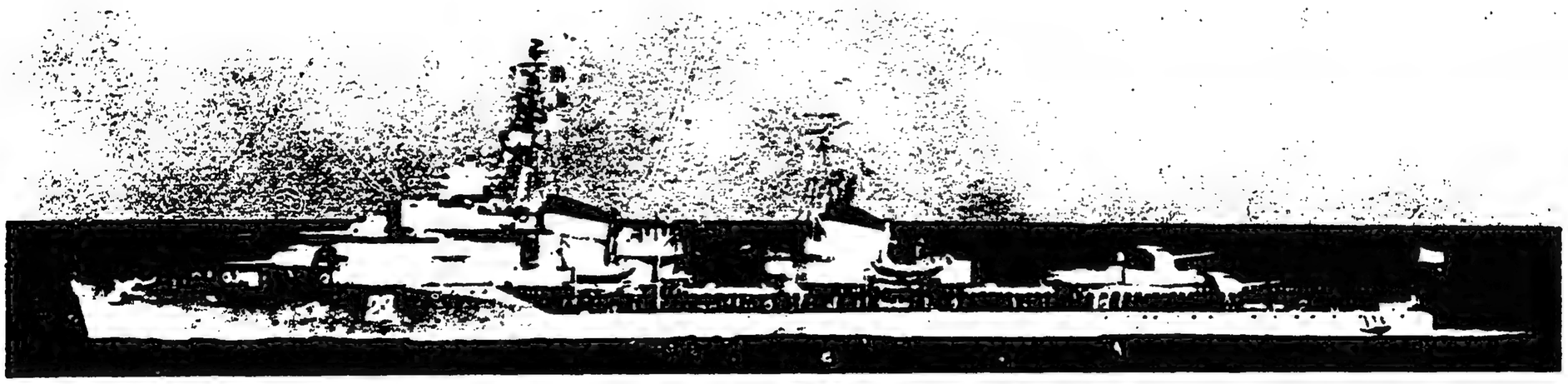
STOROZHEVOI. 1954



SVIREPI. circa 1948

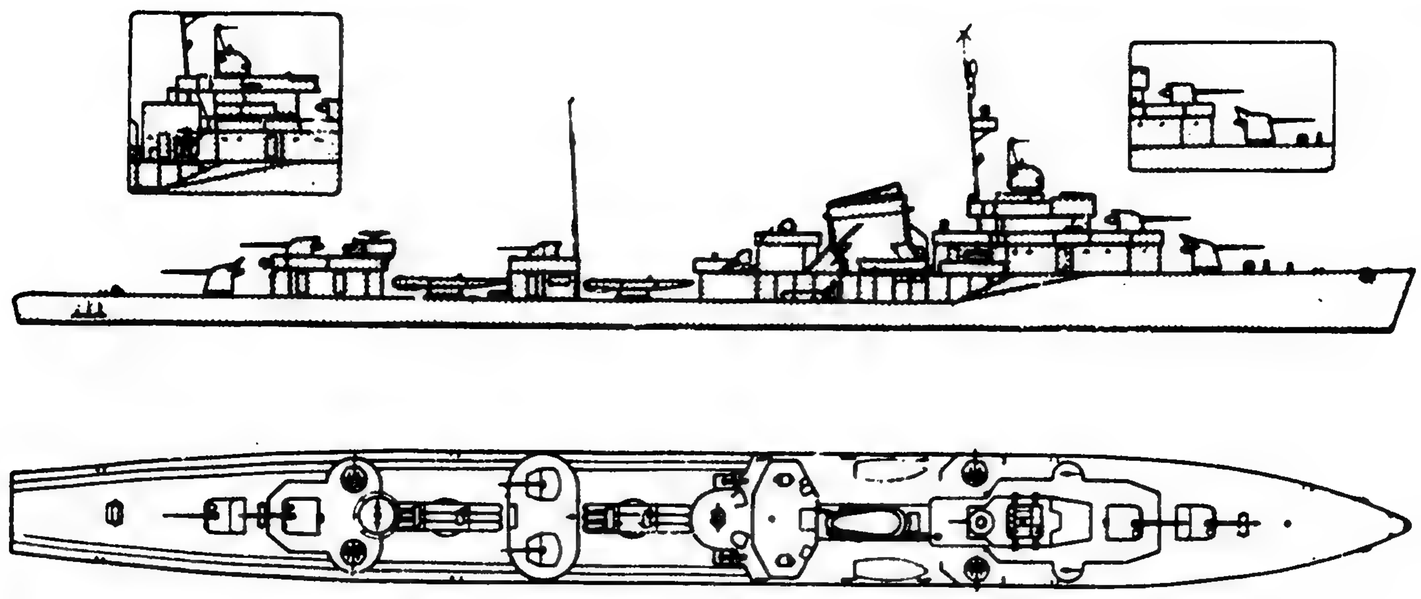
The SILNYY Class destroyer is essentially a two-stacked version of the GORDIY Class. The positions of these stacks indicate an alternate fireroom-engineroom arrangement, and necessitated relocation of the torpedo tubes. One unit, the STOROZHEVOI, differs in appearance from other units of this class as shown above. She is characterized by the enlarged and streamlined bridge, the forward guns paired in a "turret" instead of the usual two single guns forward, an additional AA gun mounted on the fantail, and a tripod foremast.

DISPL.—1,682 tons
LENGTH—369′ 6″; BEAM—33′ 6″; DRAFT—14′
ARMAMENT—4 5.1″/50; 2 3″/55 AA; 4 37 mm AA; 6 21″ TT
SPEED—38 knots; COMPLETED—1940–41

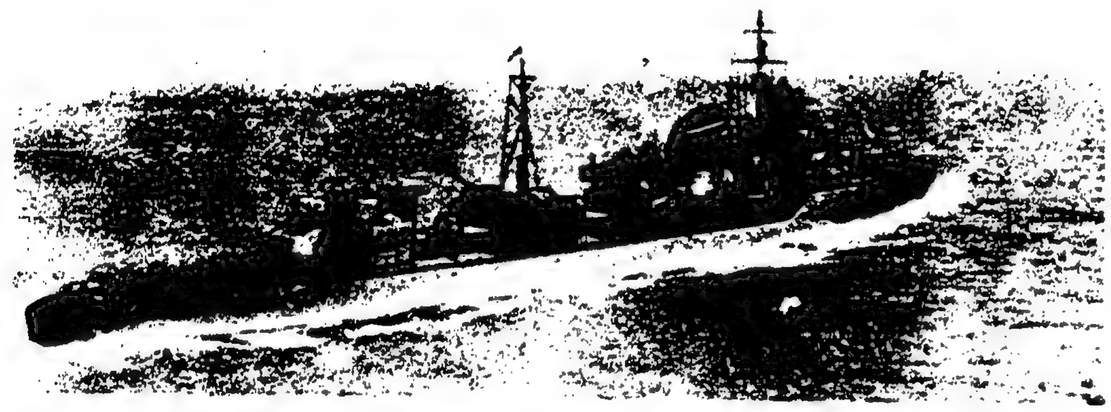


SVIREPI. circa 1948

USSR—DD GORDIY Class



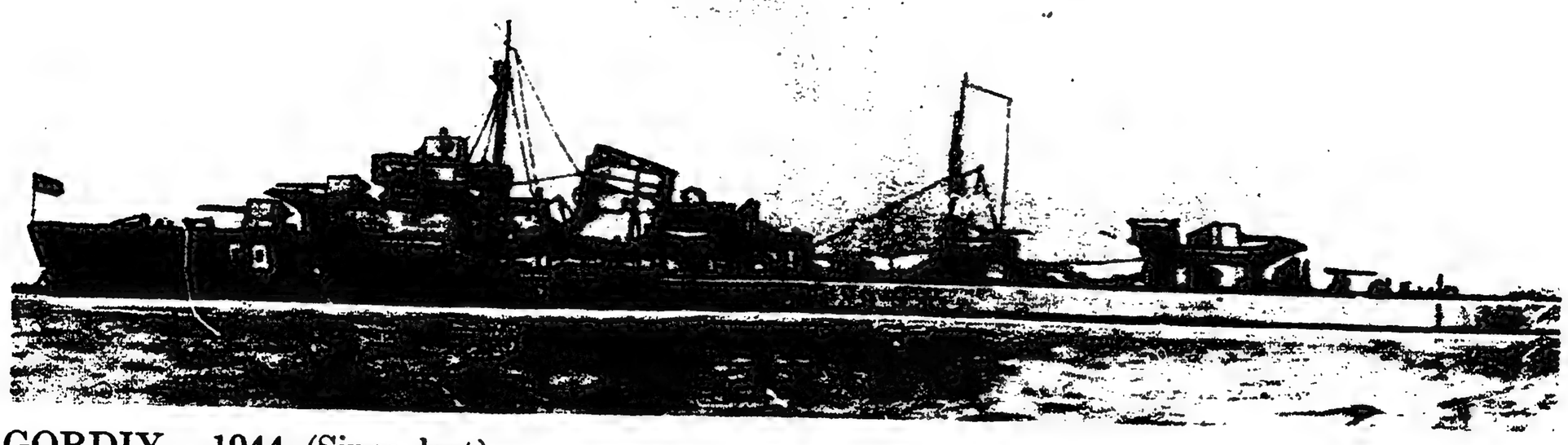
Inserts show bridge and forward gun variations. circa 1954



GORDIY Class. circa 1941 (Note transom stern)

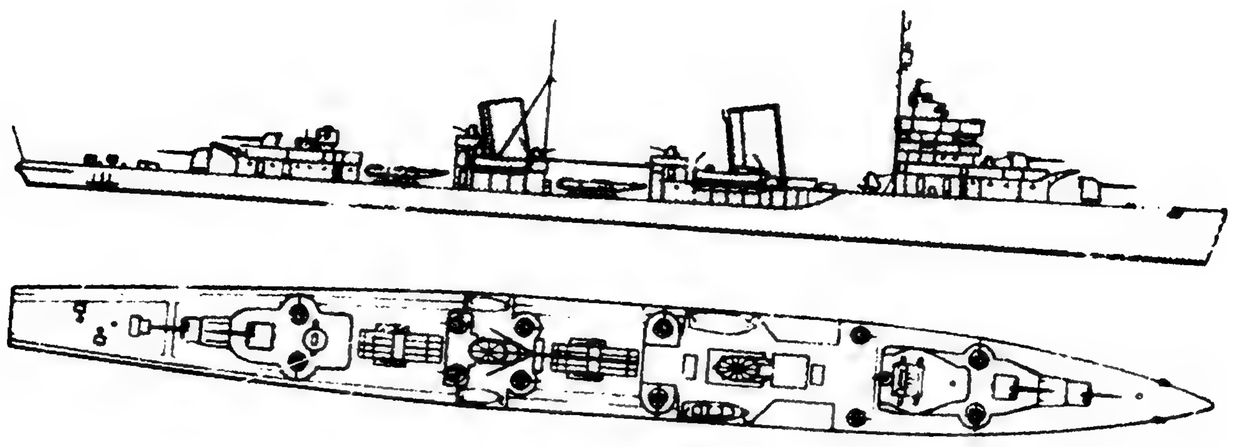
The GORDIY Class destroyers were the second series of new destroyers built in Russia after the 1917 Revolution. Outwardly they seem to be derivatives of the standard Italian one-stack destroyer design, with their principal guns in super-firing positions instead of twin-shield mounts. They are reported to be good sea boats and very maneuverable. As first commissioned this class was fitted with conventional blast screens between upper and lower guns; since then these screens have been removed and the shields of the lower guns modified to serve the same purpose. Some units have box-like shields and others curved shields to their 5.1″ guns. The single stack is broad. The Swedish OLAND Class destroyers bear a close resemblance to the GORDIY Class.

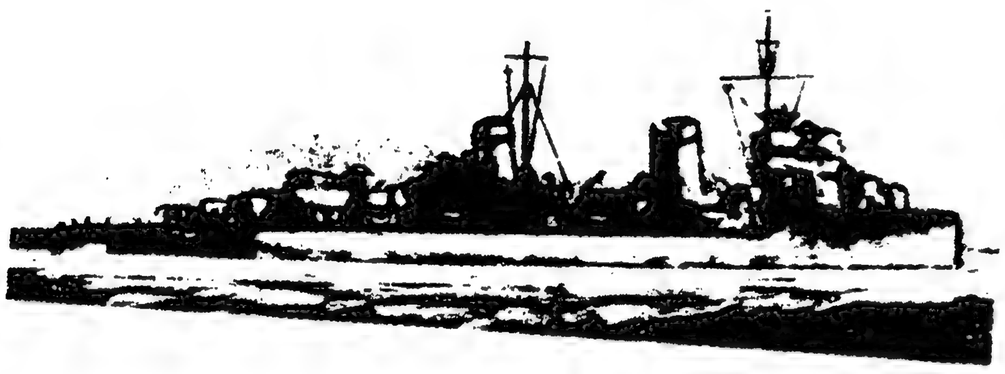
DISPL.—1,657 tons
LENGTH—369′6″; BEAM—33′6″; DRAFT—14′
ARMAMENT—4 5.1″/50; 2 3″/55 AA; 4 37 mm AA; 6 21″ TT
SPEED—38 knots; COMPLETED—1940–41



GORDIY. 1944 (Since lost)

USSR—DD LENINGRAD Class

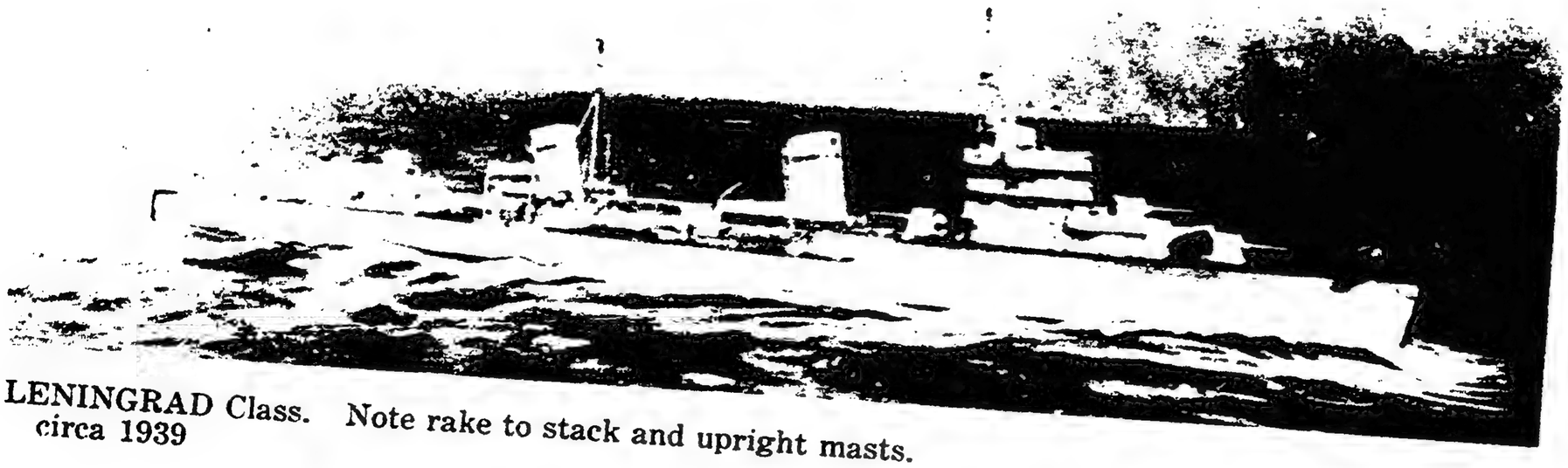




LENINGRAD Class. Date unknown.

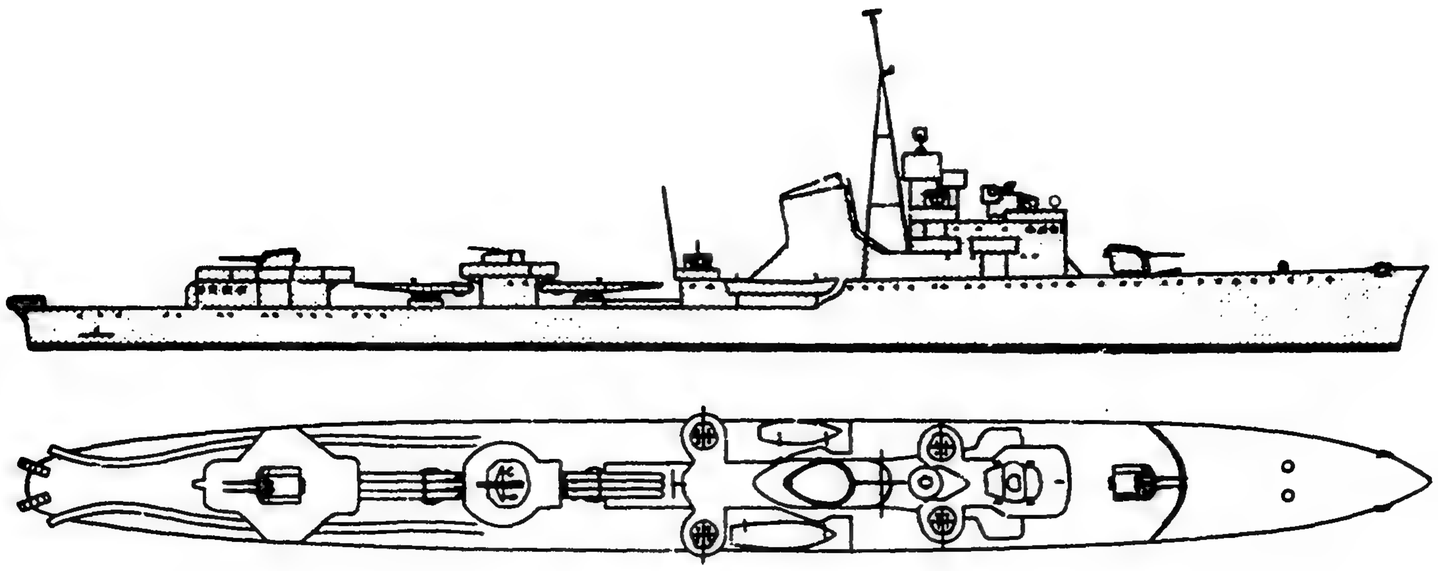
This class of large destroyers or so-called "leaders" were the first true destroyer type vessels to be built in Russia under the Soviet regime. The LENINGRADs inaugurated the trend toward comparatively short forecastles, a hall-mark of all Soviet-built destroyers; all have minelayer sterns. All are named for Soviet cities. Salient recognition features include bulky bridges, widely-spaced unequal raking stacks and upright masts. The forward thicker stack is circular in cross-section while the after stack is flat-sided.

DISPL.—2,225 tons
LENGTH—418′; BEAM—38′6″; DRAFT—13′
ARMAMENT—4 5.1″/50; 3 3″ 55; 2 45 mm AA; 8 21″ TT
SPEED—38 knots; COMPLETED 1932–44

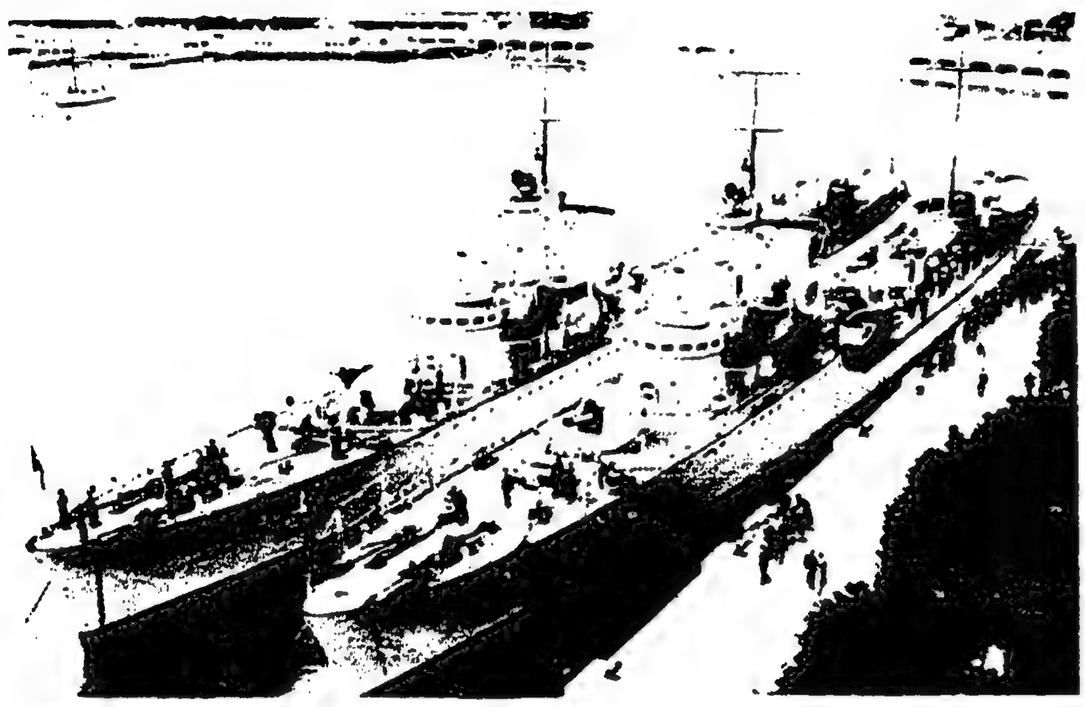


LENINGRAD Class. Note rake to stack and upright masts. circa 1939

USSR—DD SOLDATI Class



circa 1954.



GRECALE Class destroyers. Prior 1934
(Bow, hull, and stack are similar to SOLDATI Class destroyers.)

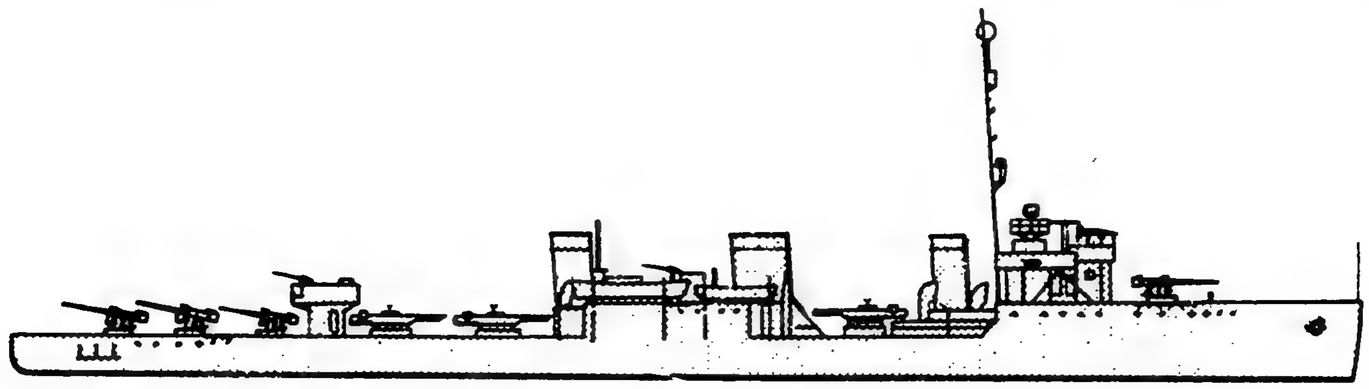
Destroyers in this class are ex-Italian ships and can be identified by a large "double" bridge structure, tripod mainmast, and a large trunked stack. SOLDATI destroyers also have a twin gun house fore and aft, two triple-banks of torpedo tubes, and are fitted for minelaying. Another salient recognition feature is the lack of any sizeable object aft of the trunked stack. This lack of superstructure, coupled with the low freeboard, gives this class very little silhouette. Sister and near-sister ships are in the Italian and French navies.

DISPL.—1,715–1,830 tons
LENGTH—350′; BEAM—33′ 6″; DRAFT—15′
ARMAMENT—4 4.7″/50; 1–3 37 mm AA; 6 21″ TT
SPEED—38 knots (32 knots max.); COMPLETED—1938-39



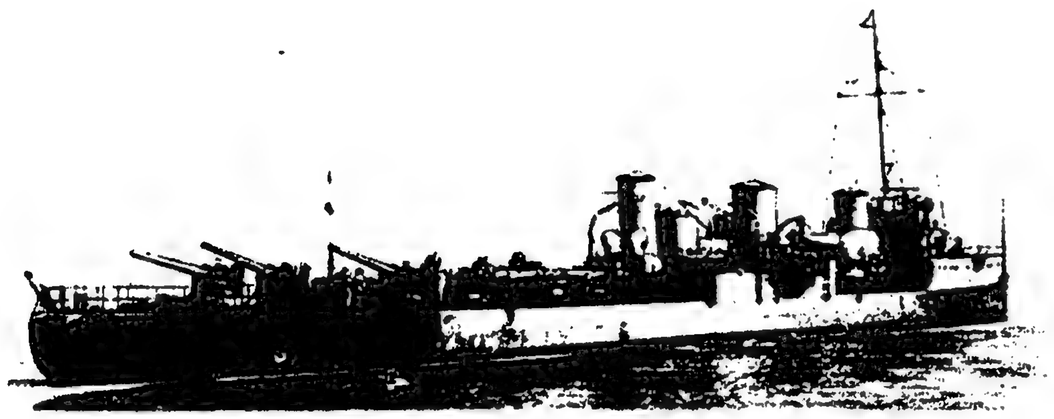
Italian ARTIGLIERE. 1943 (Now Russian)
(Mast now tripod and armament changed. See drawing above.)

USSR—ODD LENIN Class

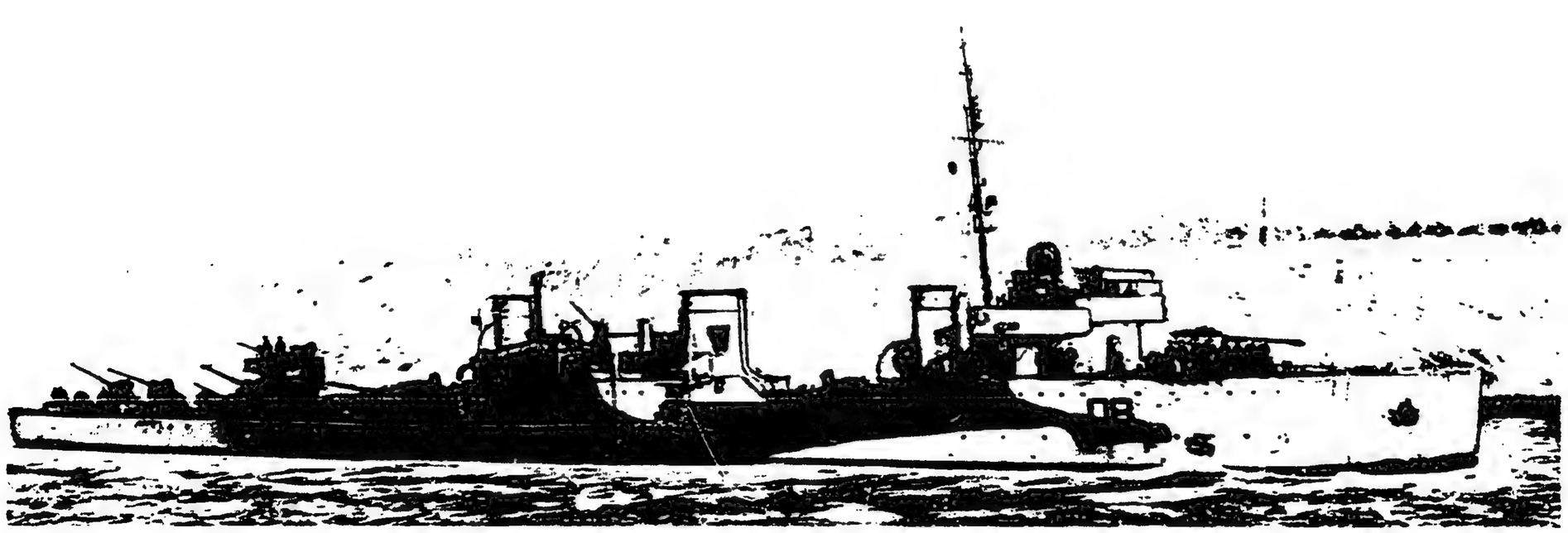


The LENIN Class includes survivors of a standardized Tzarist fleet destroyer type, built in large numbers in Baltic yards during World War I. They excelled most European contemporaries and compared favorably—when new—with our famous American "four-pipers." Together with the ZHELEZNIAKOV Class they represent the only known three-stack destroyers remaining in the Soviet service. The shapes of stack caps vary among LENIN Class units according to their builder. Masting also varies according to station and refit. Principal distinguishing feature is the spacing of the torpedo tubes: one between the first and second stacks, and two on the centreline abaft the after stack. Two units of this class, STALIN and VOIKOV, have been repeatedly reported stationed in the Far East.

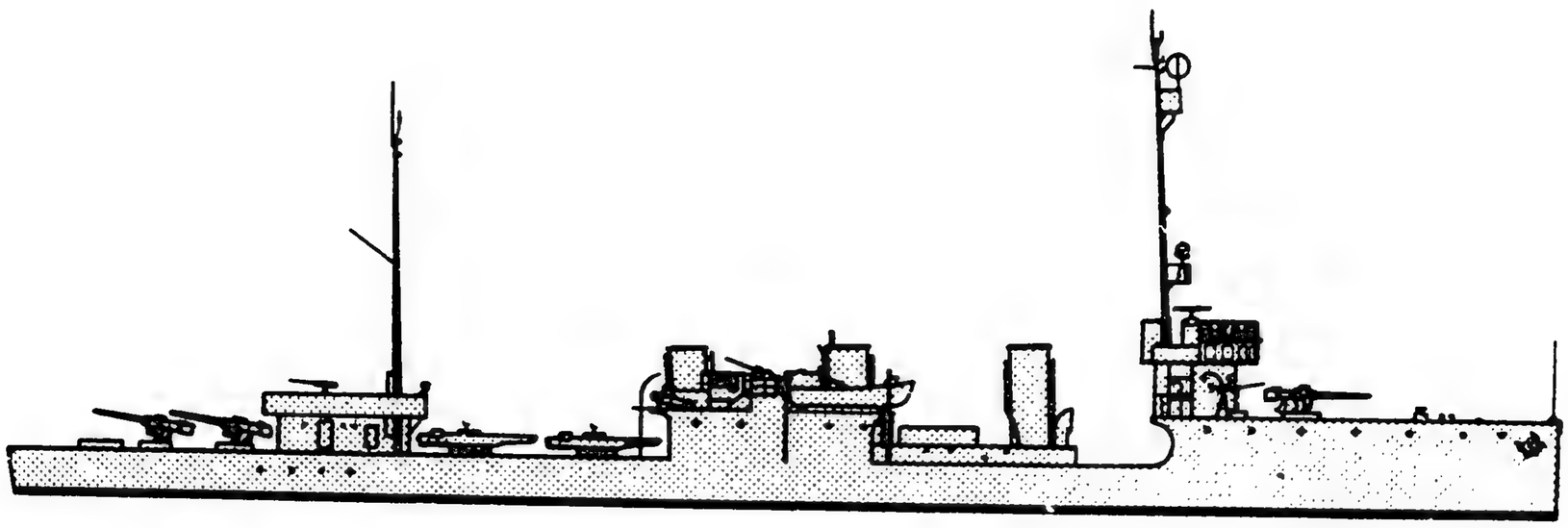
DISPL.—1,260 tons
LENGTH—321′ 6″; BEAM—31′; DRAFT—12′
ARMAMENT—4 4″/60; 2 45 mm AA; 2 37 mm AA; 6–9 18″ TT
SPEED—30 knots; COMPLETED—1915–25

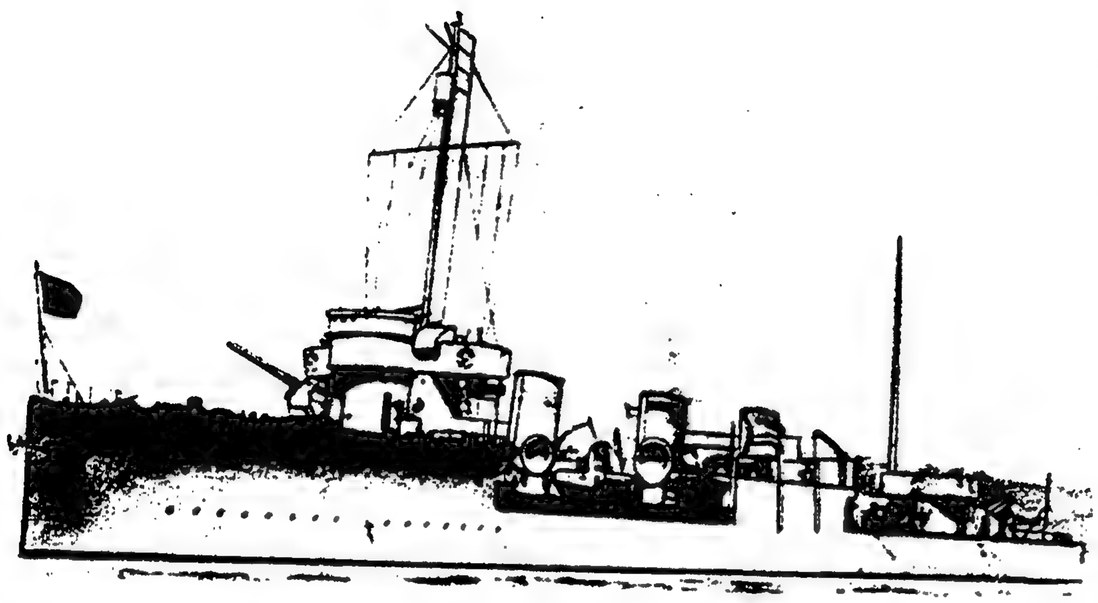


Peruvian ALMIRANTE VILLAR, unit of LENIN Class.
After deckhouse removed. To illustrate general appearance of the LENIN Class. 1943



KUIBYSHEV. 1944

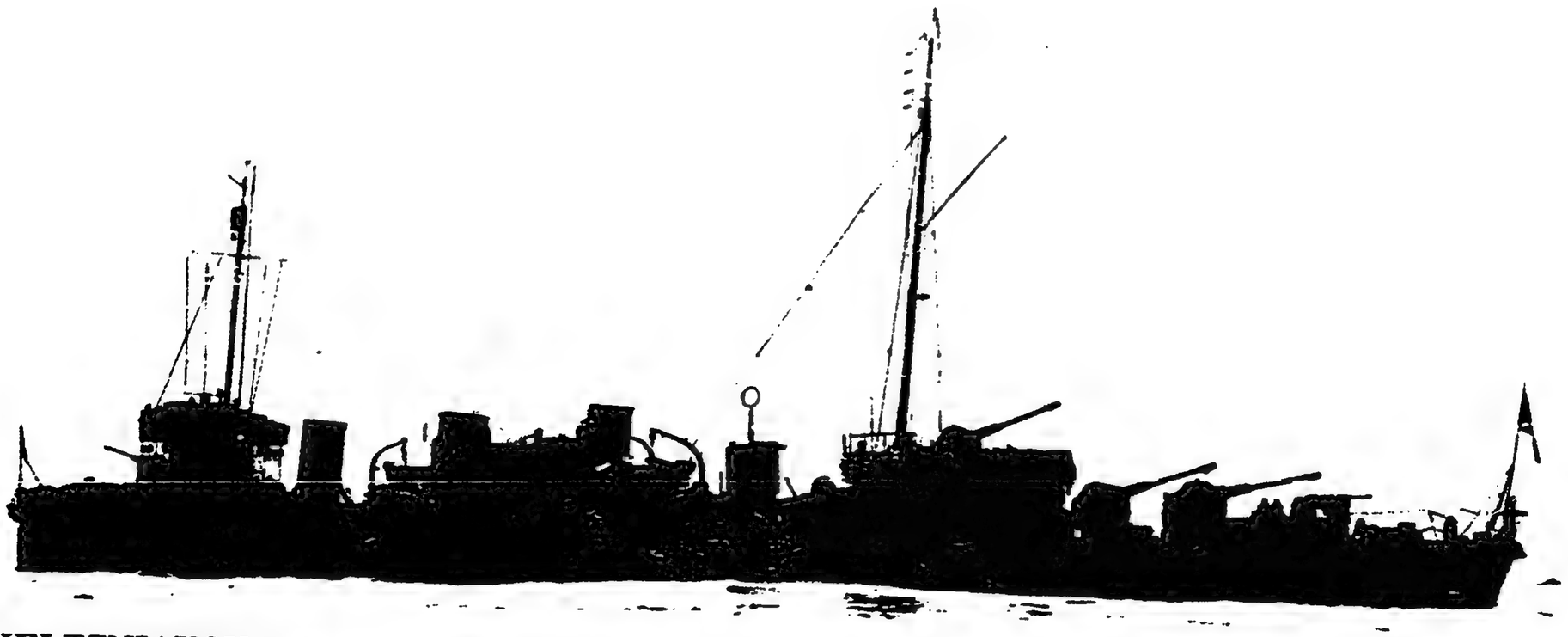




SHAUMYAN. Since lost. circa 19[illegible]

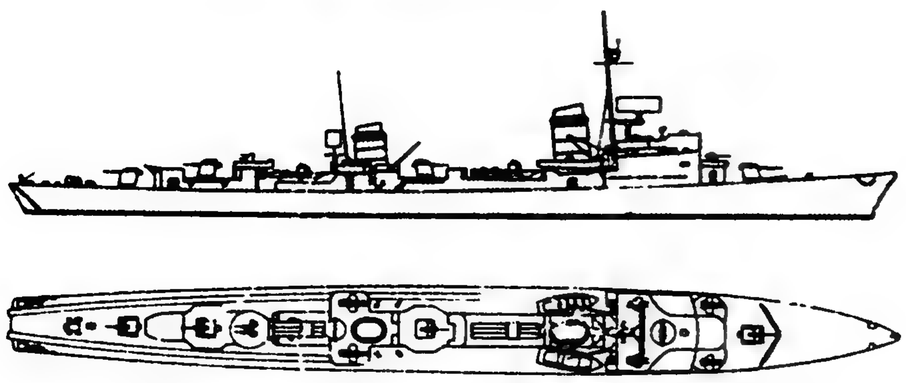
This class is the Black Sea version of the LENIN group, and are found in no other area. They differ principally in having (or having had) four nests of torpedo tubes on the center-line; the additional mount being placed between foremast and forward stack. All existing three-pipers have only one gun on the forecastle; the arrangement of the remaining three guns aft varies.

DISPL.—1,460 tons
LENGTH—305′; BEAM—30′; DRAFT—13′
ARMAMENT—4 4″/60; 2 45 mm AA; 2 37 mm AA; 6 21″ TT
SPEED—28 knots; COMPLETED—1923–25



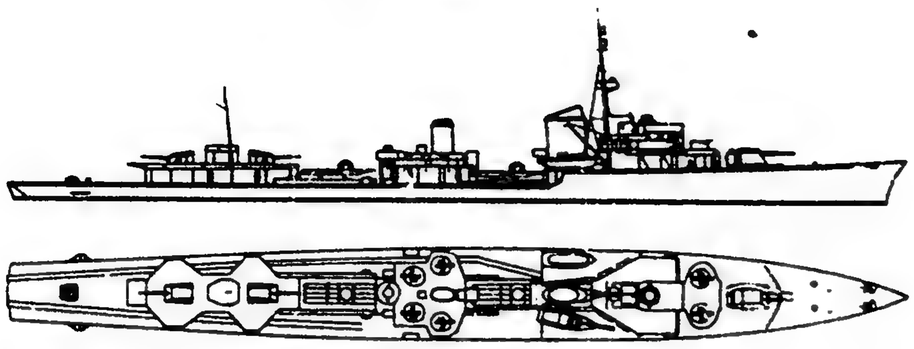
ZHELEZNIAKOV. Armament since altered. 1933

USSR—Minor Destroyer Classes



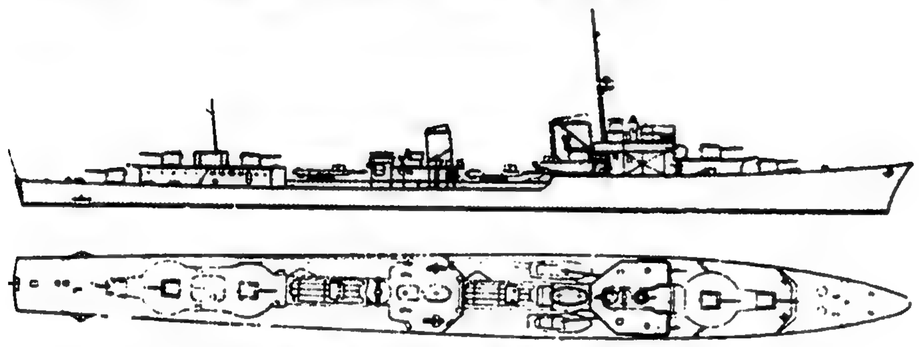
German "Type 39" Class 339' oa

DD German "Type 39" Class
DISPL.—1,288 tons
LENGTH—339′; BEAM—33′; DRAFT—11′
ARMAMENT—4 4.1″; 4 37 mm AA; 6 21″ TT
SPEED—33 knots; COMPLETED—1943



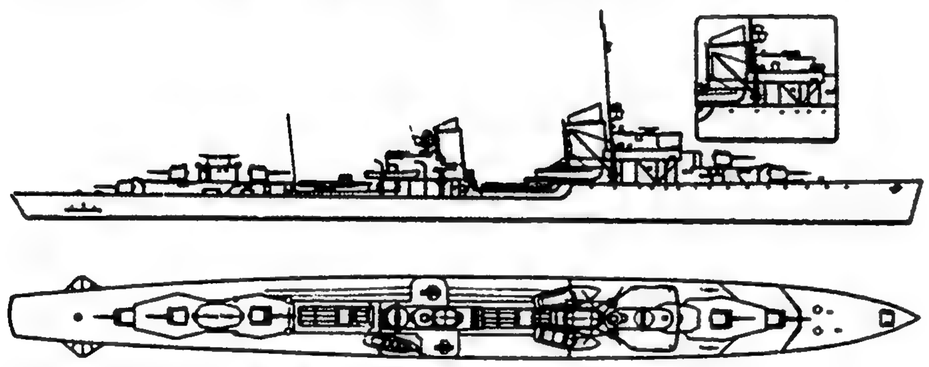
German "Type 36A" Class 416' oa

DD German "Type 36A" Class
DISPL.—2,664 tons
LENGTH—416′ 6″; BEAM—39′ 6″;
DRAFT—16′ 6″
ARMAMENT—4 5.9″; 8 21″ TT
SPEED—35 knots; COMPLETED—1943



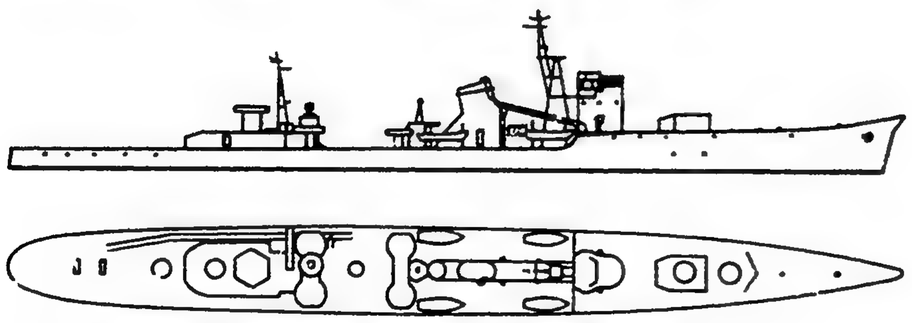
German "Type 36" Class 393'6" oa

DD German "Type 36" Class
DISPL.—2,431 tons
LENGTH—393′ 6″; BEAM—38′ 6″;
DRAFT—13′
ARMAMENT—5 5″/45; 4 37 mm AA;
8 21″ TT
SPEED—36 knots; COMPLETED—1939



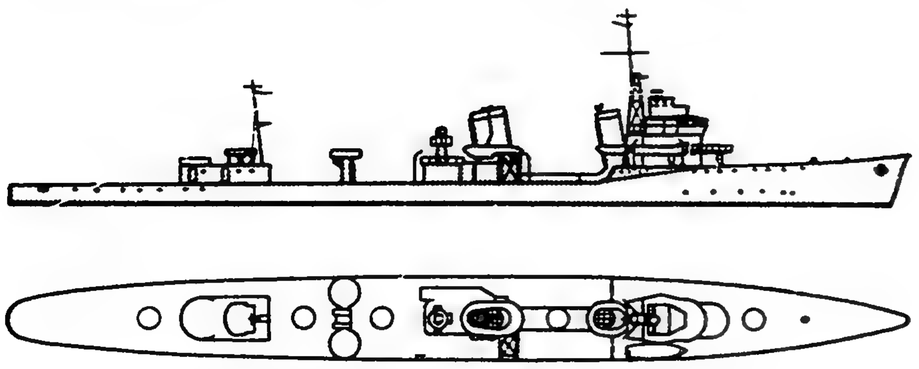
German "Type 34" Class 393' 6" oa

DD German "Type 34" Class
DISPL.—2,259 tons
LENGTH—393′ 6″; BEAM—37′;
DRAFT—15′ 6″
ARMAMENT—5 5″/45 DP; 4 37 mm AA;
8 21″ TT
SPEED—35 knots; COMPLETED—1938



Japanese AKITSUKI Class 439' 6" oa

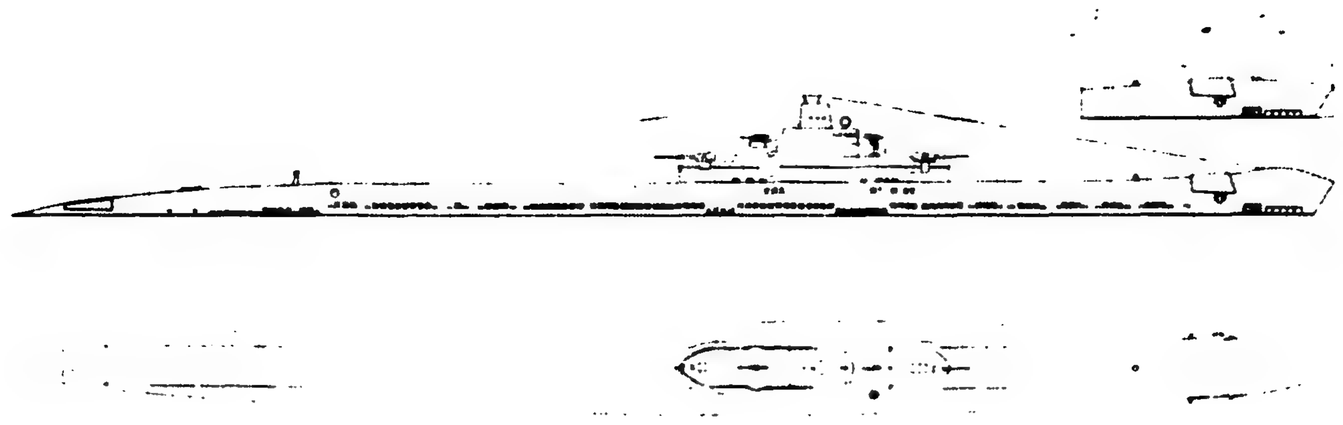
DD Japanese AKITSUKI Class
DISPL.—2,750 tons
LENGTH—439′ 6″; BEAM—38′;
DRAFT—13′ 6″
ARMAMENT—
SPEED—33 knots; COMPLETED—1944



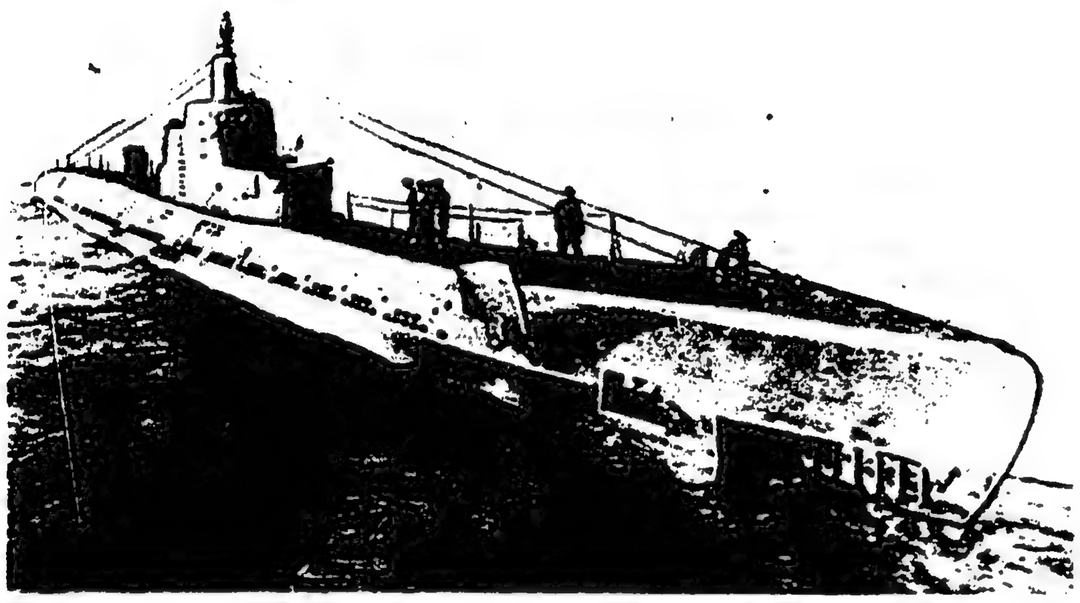
Japanese HIBIKI Class 389' oa

DD Japanese HIBIKI Class
DISPL.—1,980 tons
LENGTH—389′; BEAM—34′; DRAFT—13′
ARMAMENT—
SPEED—34 knots; COMPLETED—1933

USSR—SS "K" Class



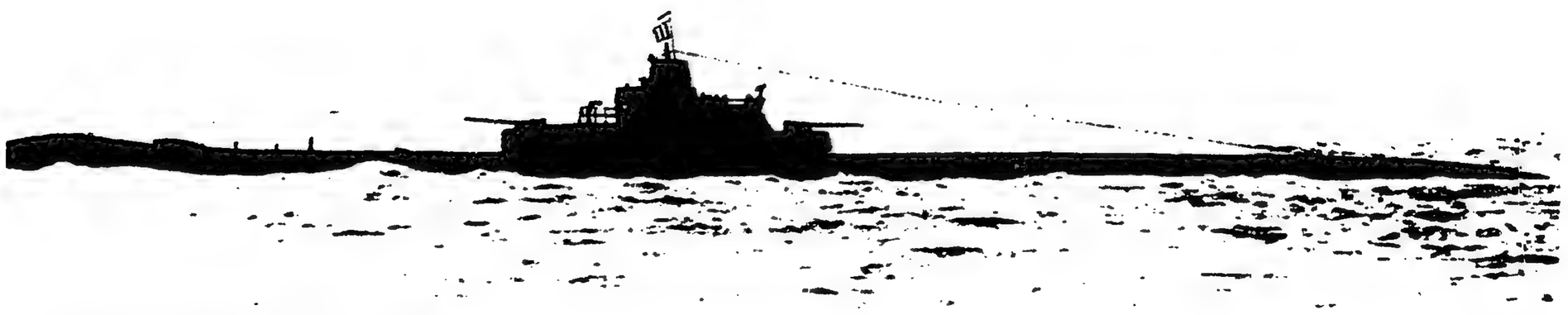
circa. 1952



"K" Class submarine. 1943-44

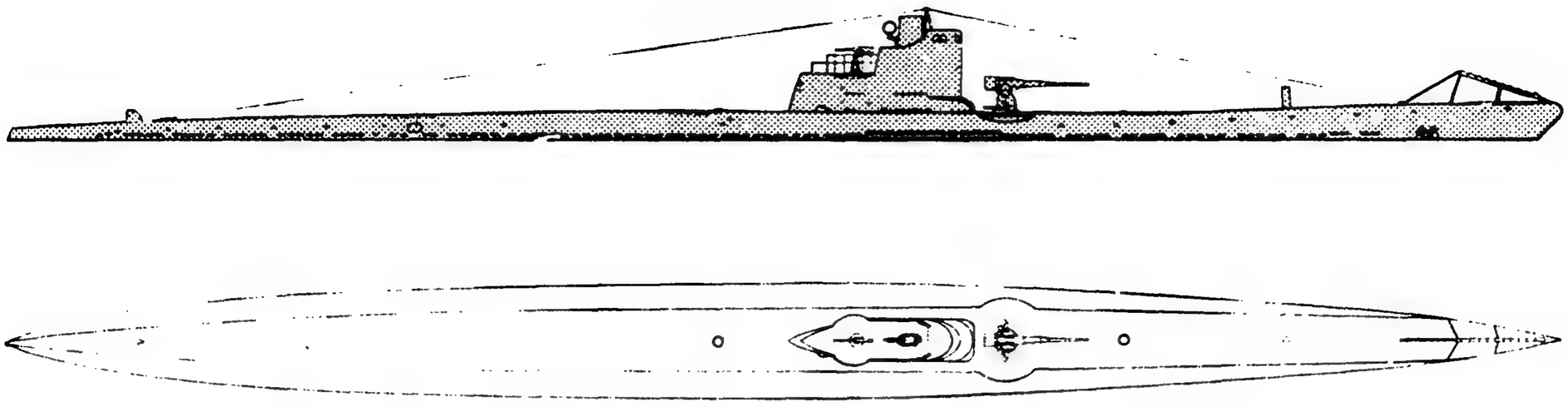
The largest Russian built submarines operating in the Soviet Navy, they have been referred to as "submarine cruisers" and are capable of extended oceanic operations. They are believed to be fitted for minelaying. This class is characterized by a very broad, low irregular shaped conning tower and can be distinguished from the "P" Class by straight deck-line, except for a "hump" near the bow.

DISPL.—1,480 tons
LENGTH—320′6″; BEAM—24′6″; DRAFT—15′
ARMAMENT—2 3.9″/51; 10 21″ TT
SPEED—18 knots (surface), 10 knots (submerged); COMPLETED—1940-47



"K" Class submarine. 1944

USSR—SS S–1 Class



circa 1951



S–1 Class. circa 1942

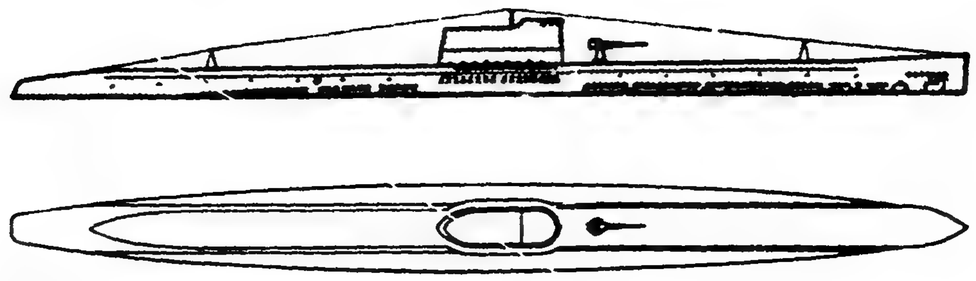
The S–1 Class is reported to be the standard Russian built ocean-patrol and fleet type submarine. Its conning tower is comparatively small with after step for single AA gun. Deck gun as on most other submarines is located forward of the conning tower.

DISPL.—840 tons
LENGTH—255′; BEAM—21′; DRAFT—14′6″
ARMAMENT—1 3.9″/51; 6 21″ TT
SPEED—19 knots (surface), 9 knots (submerged); COMPLETED—1936

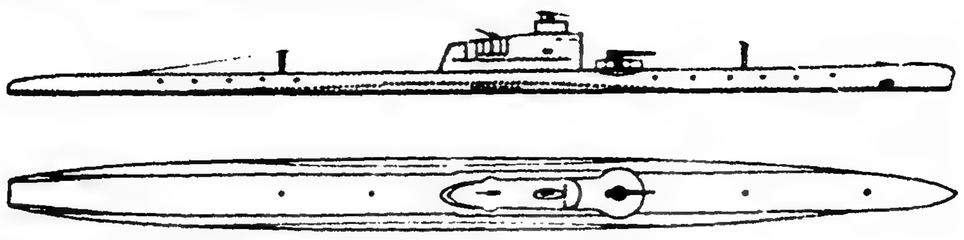


S-55. 1942

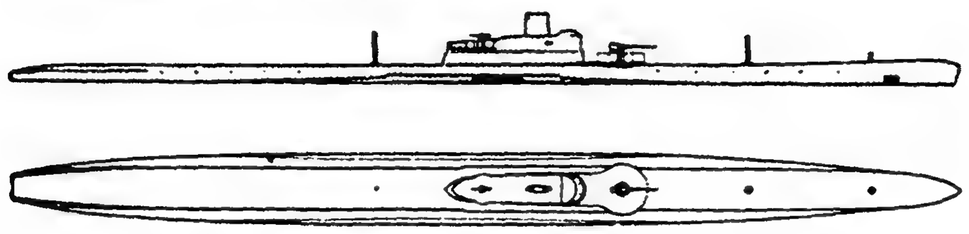
USSR–SS L–1, L–II, and L–III Classes



L–1 Class. circa 1952



L–II Class. circa 1954



L–III Class. circa 1951

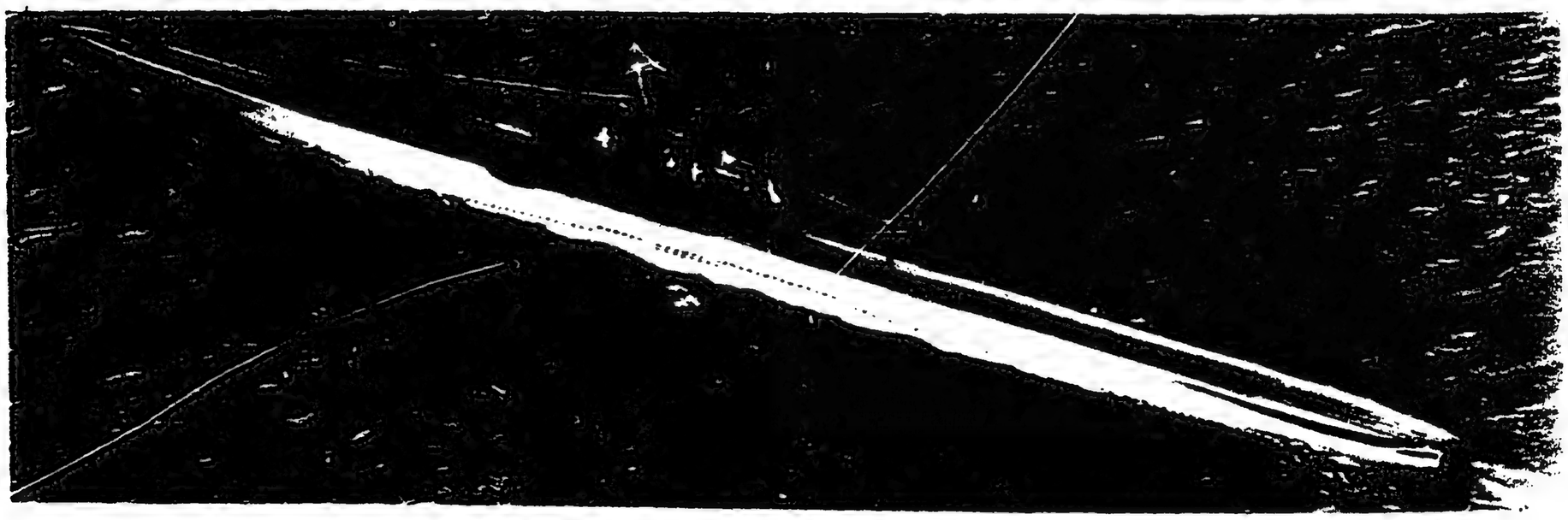
L–I Class
DISPL.—1,040 tons
LENGTH—257′; BEAM—23′; DRAFT—14′
ARMAMENT—1 3.9″/51; 6 21″ TT
SPEED—16 knots (surface), 9 knots (submerged); COMPLETED—1933

L–II & L–III Classes
DISPL.—1,100 tons
LENGTH—266′; BEAM—22′; DRAFT—14′
ARMAMENT—1 3.9″/51; 8 21″ TT
SPEED—18 knots (surface) 9 knots (submerged); COMPLETED—1936–37

The L–I Class is characterized by the "plum-bow" and high freeboard. This class is smaller than the L–II or the L–III Classes. L–II and L–III Classes are similar in design, with minor differences in conning tower appearance. From the air the stern of the L–II and L–III Classes has a sawed-off appearance.

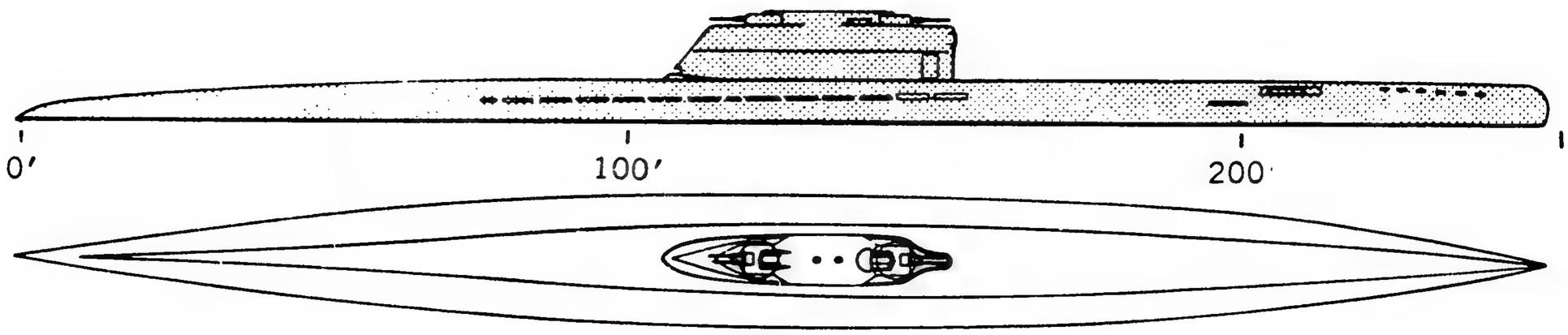


L–III Class 1942



L–15 (L–III Class) 1942

USSR—SS German "Type XXI" Class

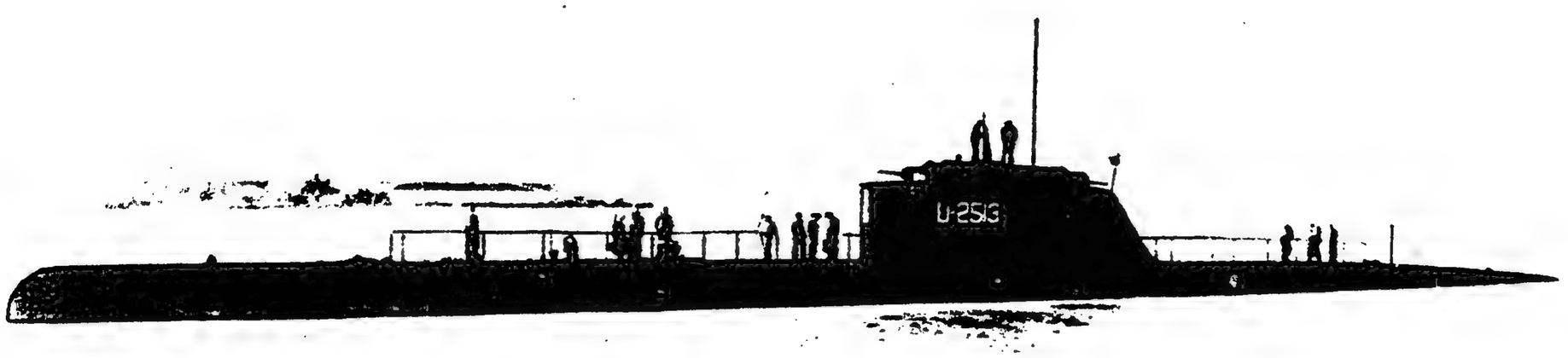


circa 1951



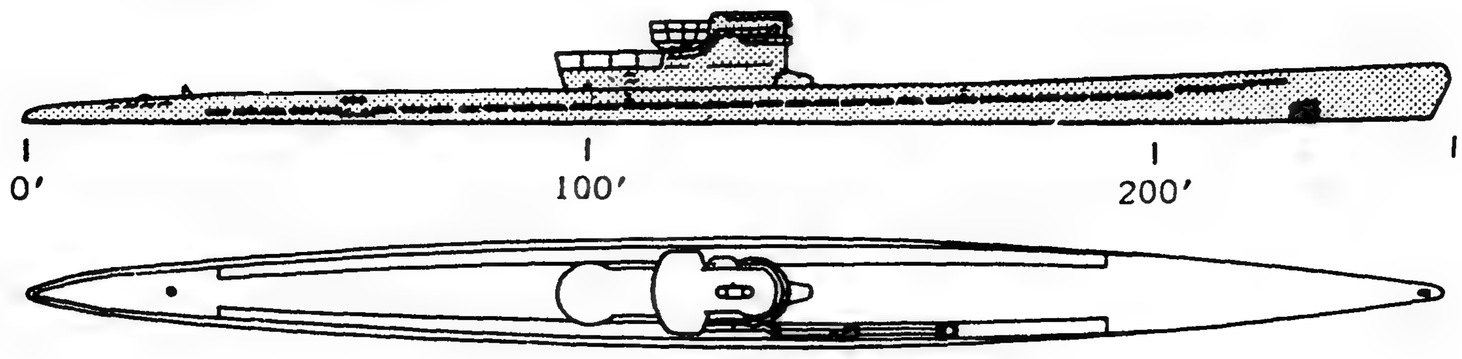
This high submerged speed submarine can readily be distinguished by the extreme streamlined low broad conning tower, and the absence of guns and other deck gear. This type is equipped with the snorkel breathing apparatus which permits the submarine to operate submerged without the use of the batteries as a source of power. In addition to a number of completed units that fell into the hands of the Russians at the end of the war, it has been reported that a number of units resembling this class and other ex-German submersibles, may be currently under construction. This type submarine is also in the French Navy.

DISPL.—1,635 tons
LENGTH—252′; BEAM—22′; DRAFT—20′6″
ARMAMENT—4 30 mm AA; 6 21″ TT
SPEED—19 knots (surface), 16 knots (submerged); COMPLETED—1945-



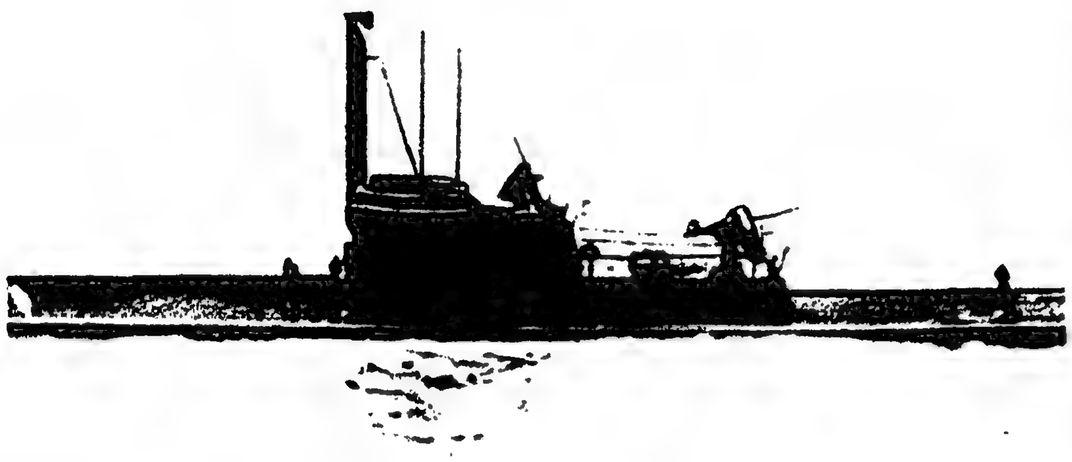
U-2513. U.S. sister to Russian boats. Both photos circa 1948

USSR—SS German "Type IX–C" Class



This series constituted the largest conventional type of ocean-going submarines employed by the Germans against Allied lines of communications during the last war. From all accounts these units were very efficient until sea-air hunter-killer groups made them the hunted instead of the hunters. Increasing close-defense AA fire power at the cost of their single 4.1" deck gun failed to restore the situation. Toward the end of the war, surviving units were fitted with snorkel, which helped offset the threat of air attacks. Their low underwater speed, however, handicapped them in maneuvering for advantageous attack positions. Salient recognition is their broad deck, which extends for almost the width of the pressure hull. Sister ships are in French service.

DISPL.—982 tons
LENGTH—237'; BEAM—22'6"; DRAFT—15'6"
ARMAMENT—1 37 mm AA; 4 20 mm AA; 6 21" TT (German armament)
SPEED—18.5 knots (surface), 7.5 knots (submerged); COMPLETED—1944

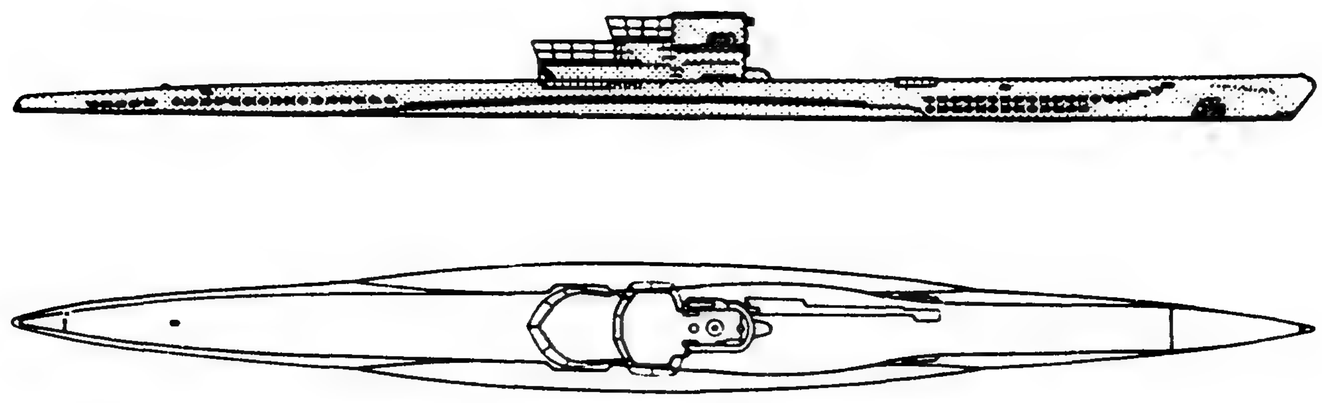


ex-U-1229. Note Snorkel on forward edge of conning tower. 1944



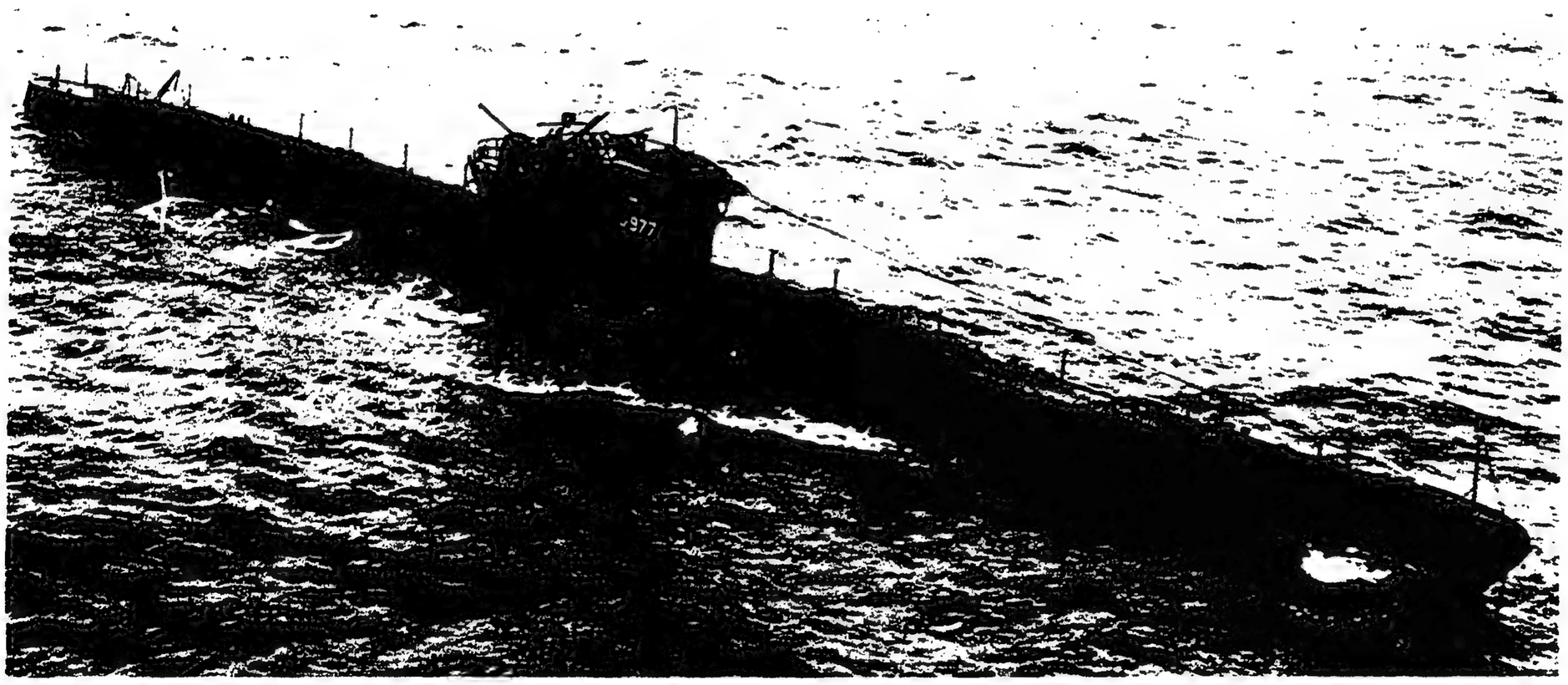
German "Type IX–C" Class. 1945

USSR—SS German "Type VII–C" Class



Type VII-C submarines were the standard German attack unit of World War II, and bore the brunt of the Axis war against Allied commerce. The Germans commissioned more submarines of this type than any other; their losses were correspondingly heavier. Except for a somewhat smaller operating radius, their career closely paralleled that of Type IX-C. They lie low in the water, have narrow superstructure decks and saddle tanks visible above the water-line amidships when in surface trim. Their single 3.5″ deck gun gave way to increased 20 mm and 37 mm batteries toward the close of the campaign. The French, Norwegian, and Spanish also operate units of this type.

DISPL.—719 tons
LENGTH—221′6″; BEAM—20′6″; DRAFT—15′6″
ARMAMENT—1 37 mm AA; 4 20 mm AA; 5 21″ TT (German armament)
SPEED—17.5 knots (surface), 7.5 knots (submerged); COMPLETED—1942–43

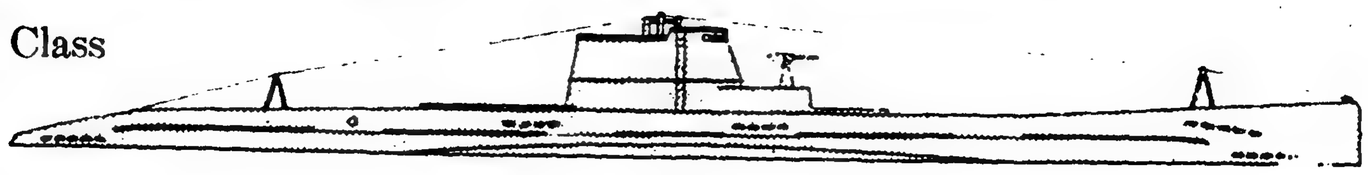


U–977. SISTER to Russian boats. 1946

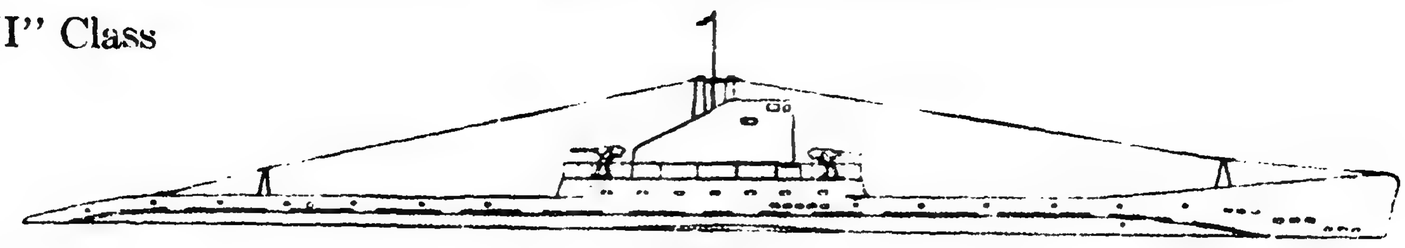
343149 O 55— —10

USSR—SS "SHCH" Classes

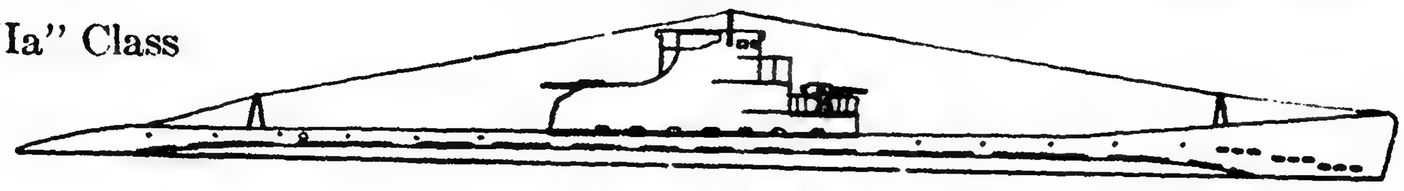
"SHCH I" Class



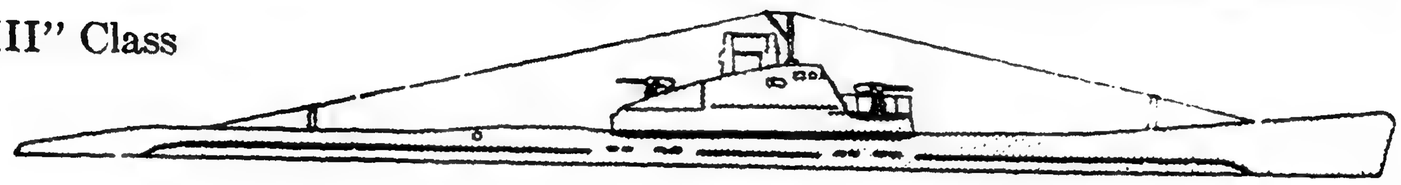
"SHCH II" Class



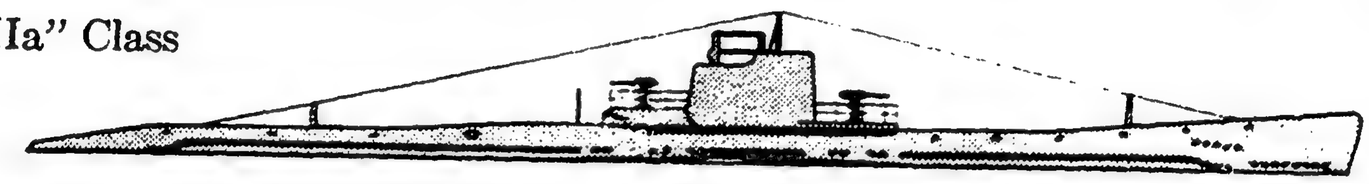
"SHCH IIa" Class



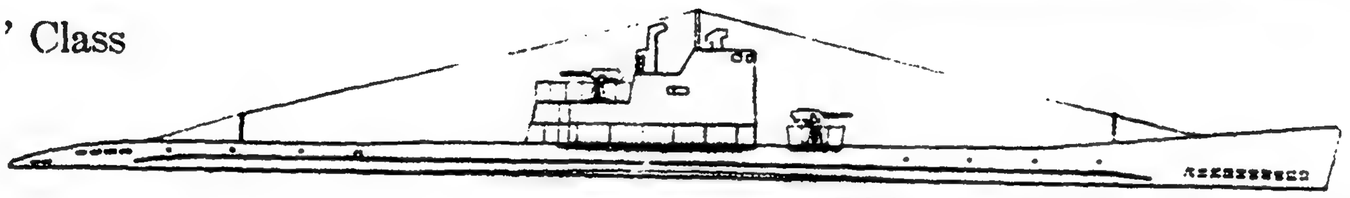
"SHCH III" Class



"SHCH IIIa" Class



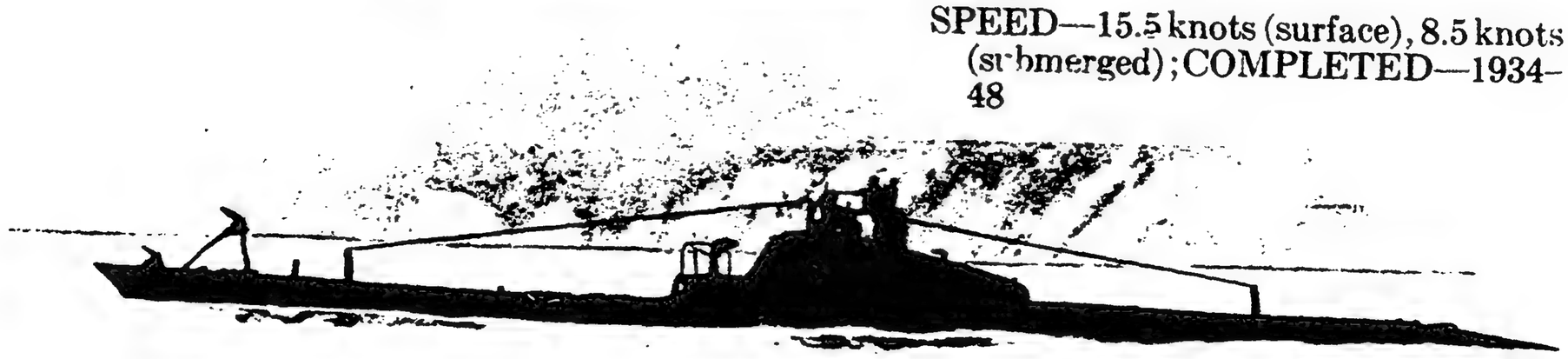
"SHCH IV" Class





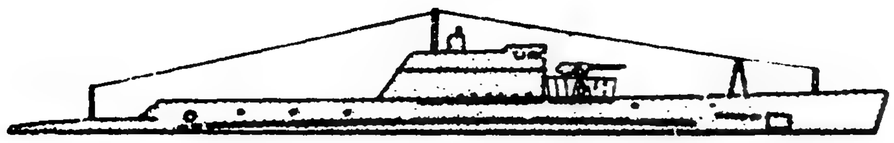
This class is one of the most successful and popular Russian submarine designs evolved to date. The boats are well suited to operations along Russian maritime frontiers. Their cruising radius is somewhat restricted for extended deep-sea patrols. Although the basic design is believed to be the same for all units, there are several variations in superstructure arrangements.

DISPL.—650 tons
LENGTH—192′; BEAM—19′6″; DRAFT—13′
ARMAMENT—2 45 mm AA; 6 21″ TT
SPEED—15.5 knots (surface), 8.5 knots (submerged); COMPLETED—1934–48

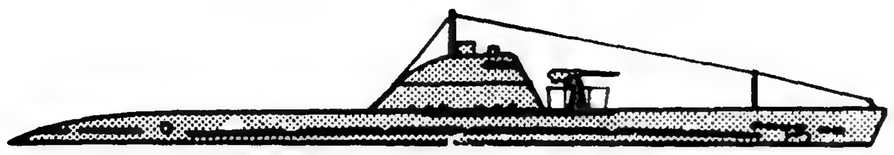


"SHCH" Class submarine. 1942

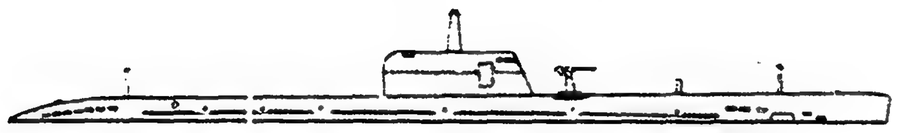
USSR—SS "M" Classes



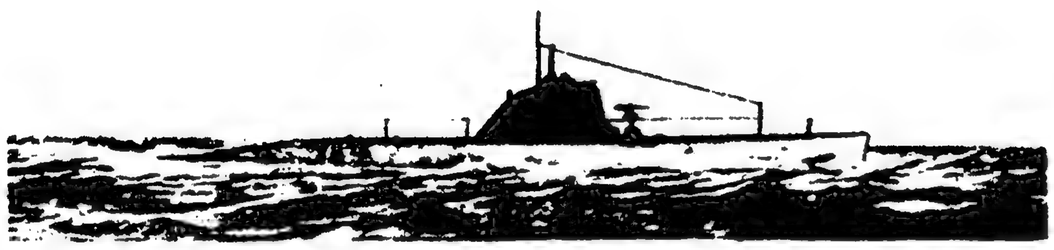
"M–I" Class.



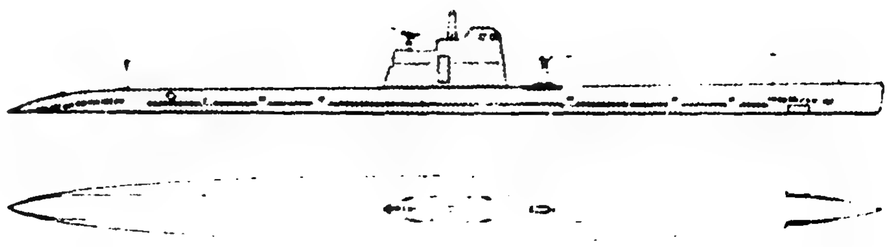
"M–II" Class.



"M–III" Class.



"M–II" Class. 1937



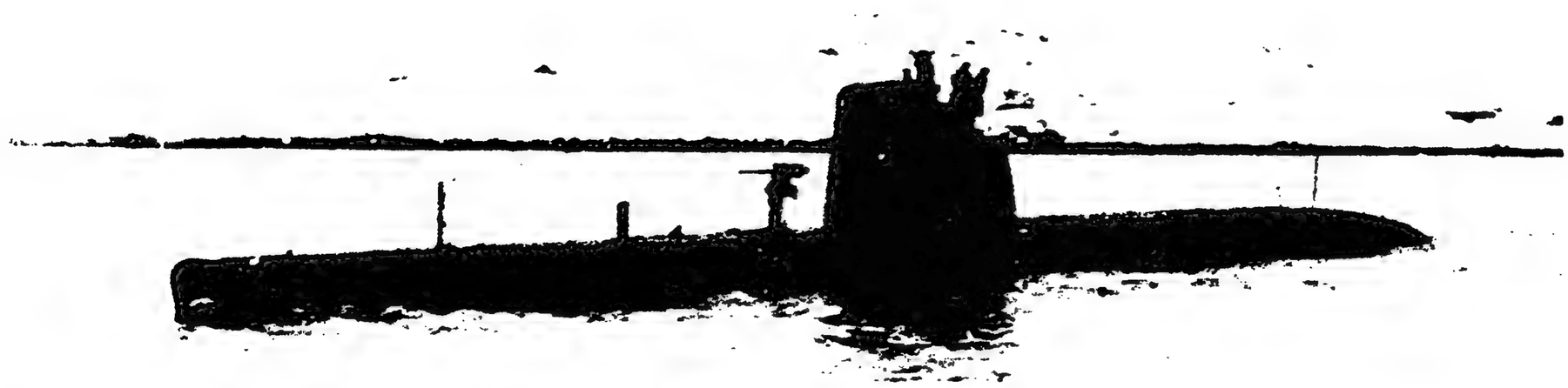
"M–IV" Class.



"M–V" Class.

The "M" or "MALUTKA" submarine is a small coastal type with limited radius of action. These submarines are known by numbers prefixed by "M." They can be easily shipped by rail. "MALUTKA" means "baby" or "little one." Units of these classes were all built on a mass production basis and sent to their assembly ports in sections. There are five variations or classes, all characterized by their high freeboard and differing mainly in conning tower appearance. The last variation, M–V, is believed to be somewhat larger and longer than the others.

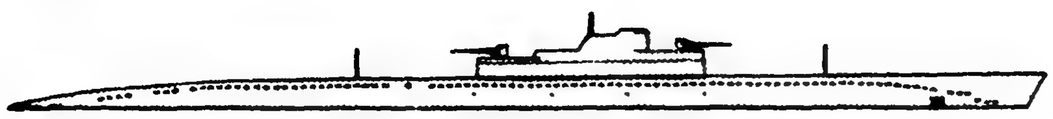
DISPL.—206 tons
LENGTH—124′–146′; BEAM—11′; DRAFT—10′
ARMAMENT—1–2 45 mm AA; 2 21″ TT
SPEED—13 knots (surface), 8 knots (submerged); COMPLETED—1935



"M–IV" Class. circa 1942

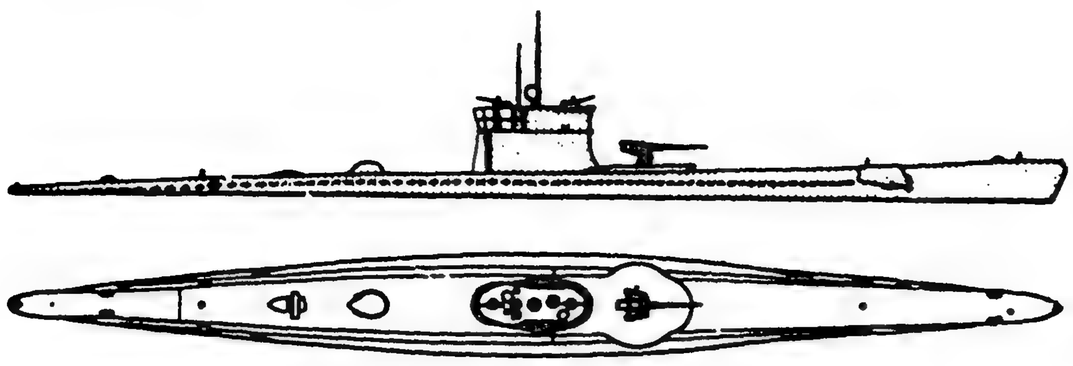
USSR—SS Minor Submarines

SS



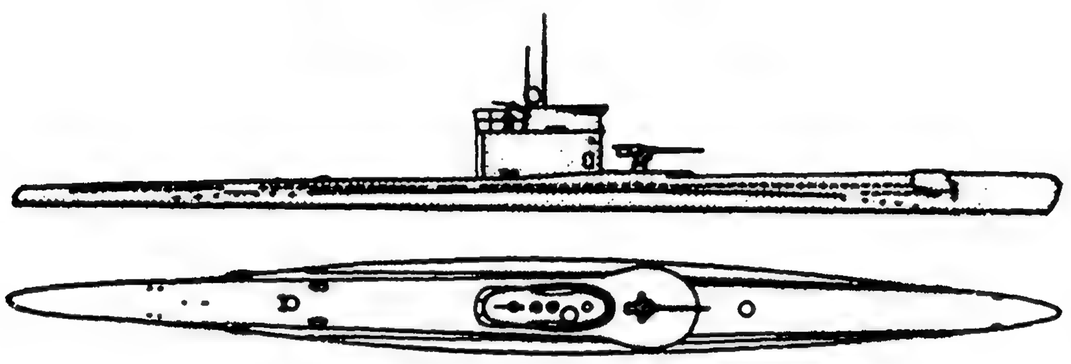
"P" Class 287'oa

SS "P" Class
DISPL.—955 tons
LENGTH—287′; BEAM—26′; DRAFT—
ARMAMENT—1 3.9″/51; 6 21″ TT
SPEED—14 knots (surface), 9 knots (submerged); COMPLETED—1932–33



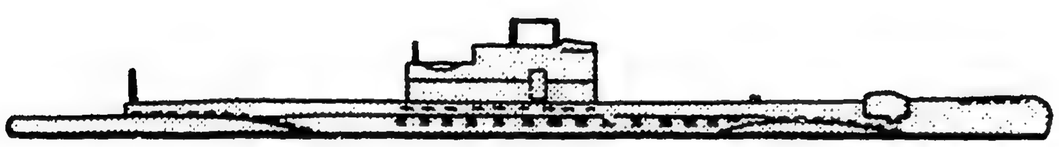
ex-NICHELO (Italian ACCIAIO Class) 197'6"oa

SS ex-NICHELO (Italian ACCIAIO Class)
DISPL.—643 tons
LENGTH—197′ 6″; BEAM—21′; DRAFT—16′
ARMAMENT—1 3.9″/47; 6 21″ TT
SPEED—14 knots (surface), 7 knots (submerged); COMPLETED—1942



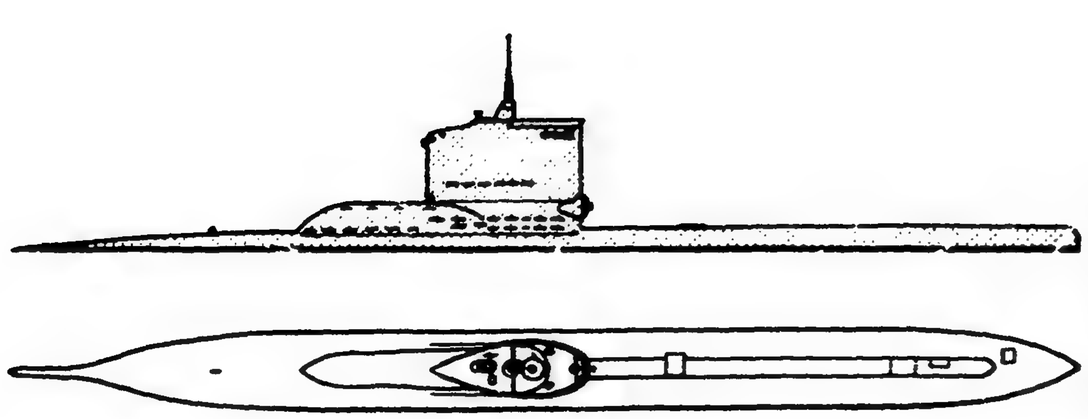
ex-MAREA (Italian TRITONE Class) 207'oa

SS ex-MAREA (Italian TRITONE Class)
DISPL.—746 tons
LENGTH—207′; BEAM—23′; DRAFT—16′
ARMAMENT—1 3.9″/47; 6 21″ TT
SPEED—17 knots (surface), 8.5 knots (submerged); COMPLETED—1943



LEMBIT 195'6" oa

SS LEMBIT
DISPL.—608 tons
LENGTH—195′ 6″; BEAM—25′; DRAFT—12′
ARMAMENT—1 40 mm AA; 4 21″ TT
SPEED—15 knots (surface), 8.5 knots (submerged); COMPLETED—1936

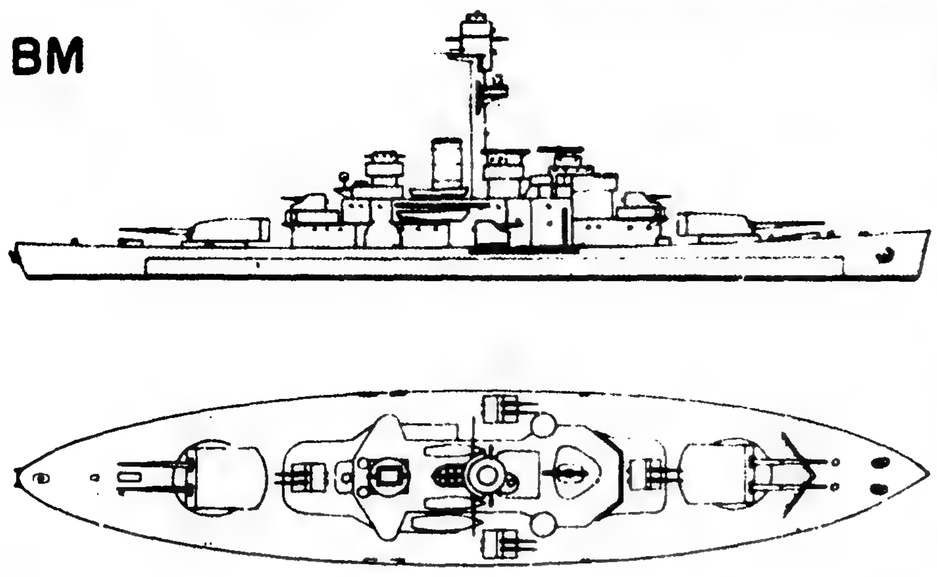


German "Type XXIII" Class 114'6" oa

SS German "Type XXIII" Class
DISPL.—232 tons
LENGTH—114′ 6″; BEAM—13′; DRAFT—12′
ARMAMENT—2 21″ TT
SPEED—10 knots (surface), 13 knots (submerged); COMPLETED—1945

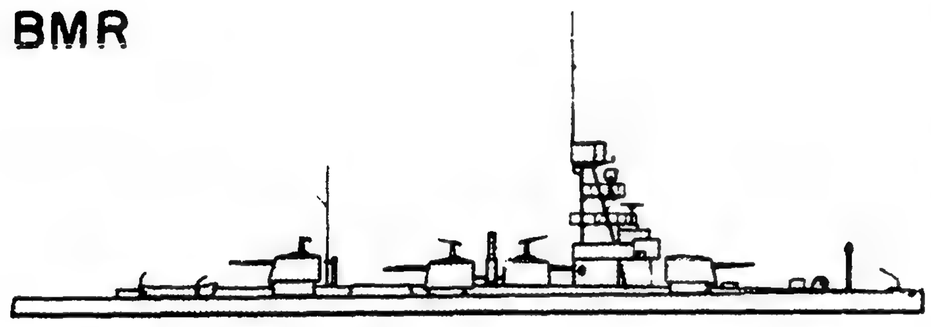
USSR—Minor Combatant & Auxiliary Types

BM



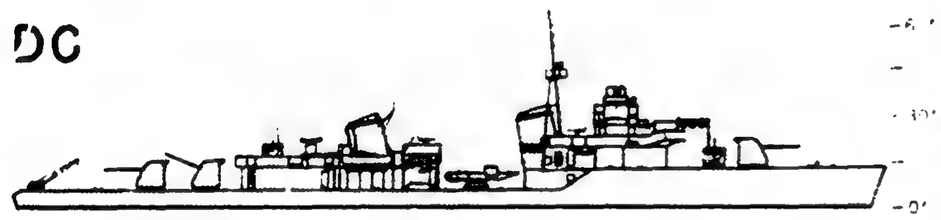
VIBORG 305'oa

BMR



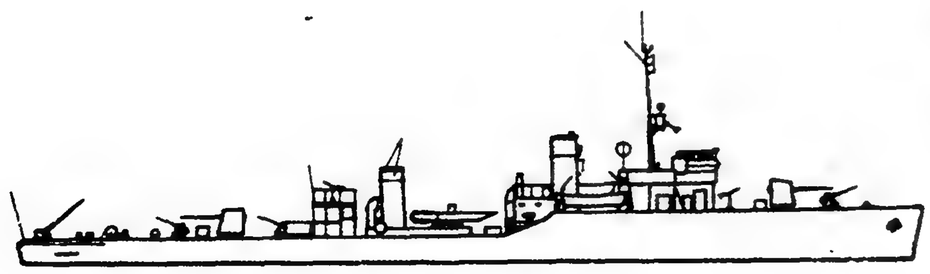
LENIN Class 233'oa

DC

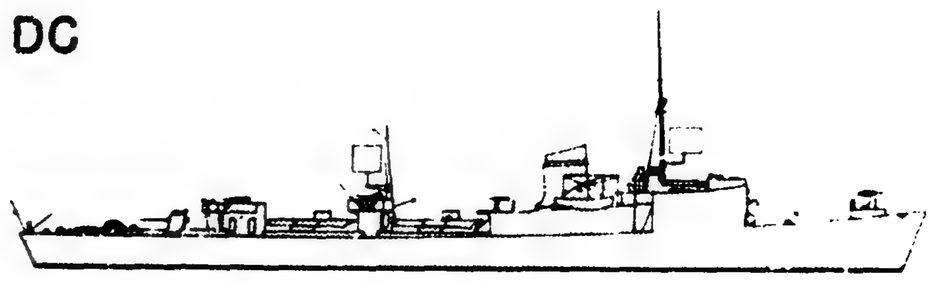


"Bird" Class 279'oc

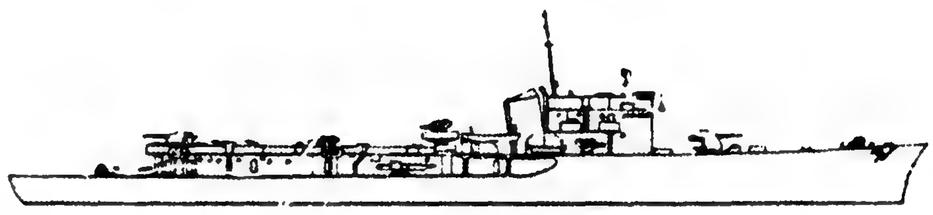
SHTORM Class 233'oa



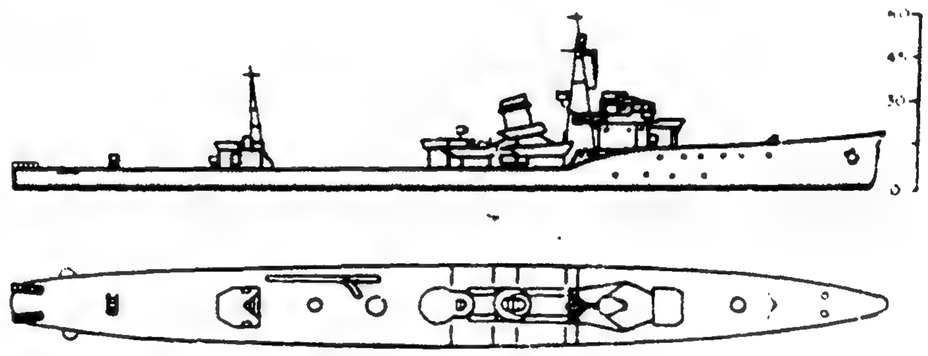
DC



German "Type 37" Class 280'oa

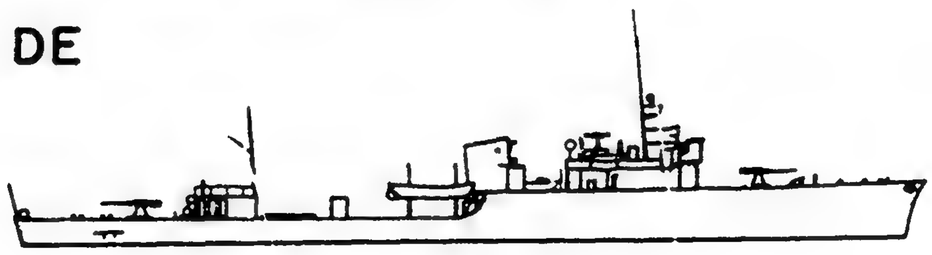


Italian FORTUNALE Class 293'oa

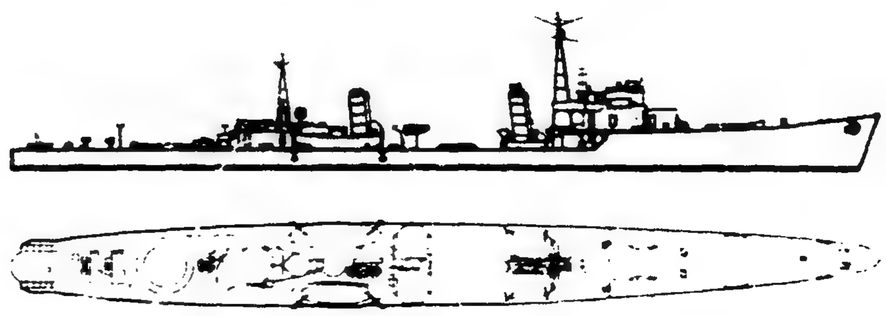


Japanese OTORI Class 289'oa

DE



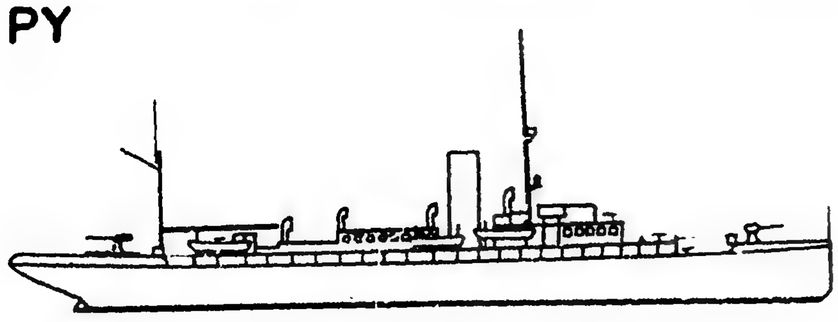
DZERZHINSKI Class 262'6"oa



Japanese MATSU Class 328'oa

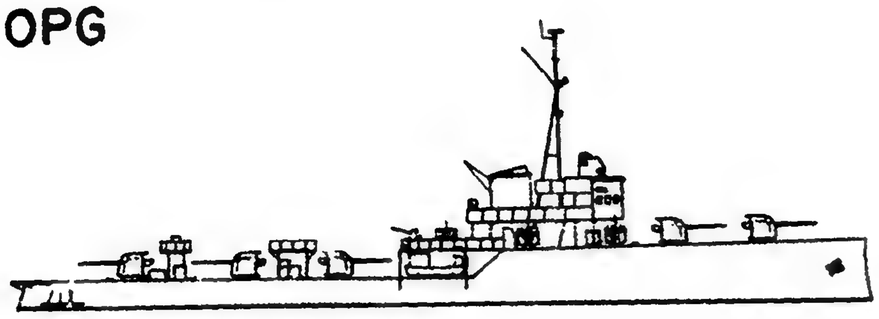
USSR—Minor Combatant & Auxiliary Types

PY



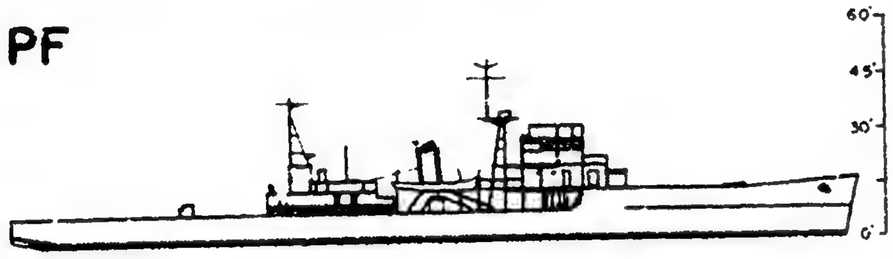
VOROVSKY 315' oa

OPG

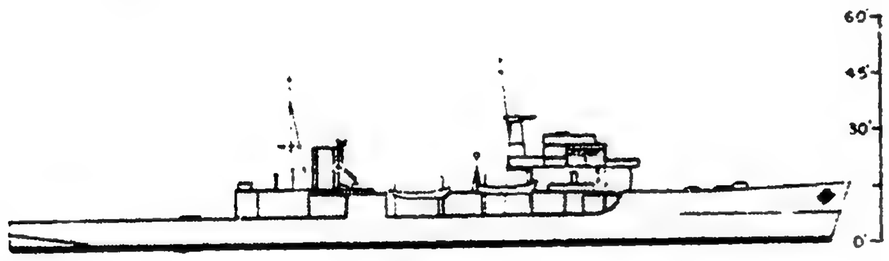


KRASNOYE ZNAMYA 237' oa

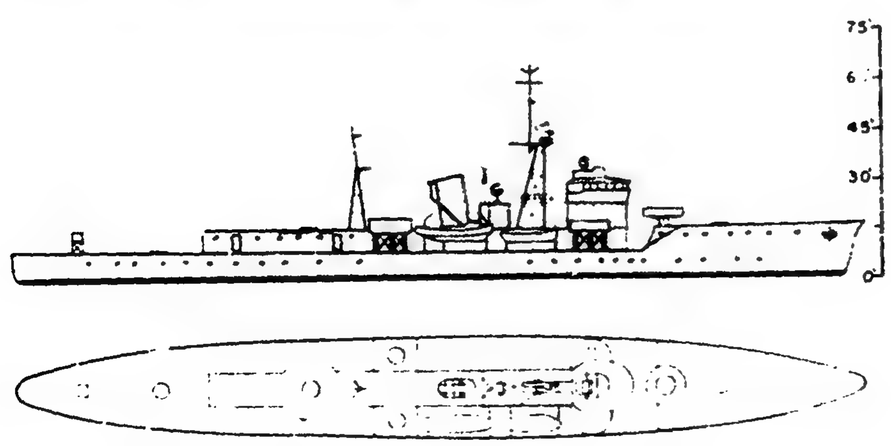
PF



Japanese "Kaibokan" No 2 Class 228' oa

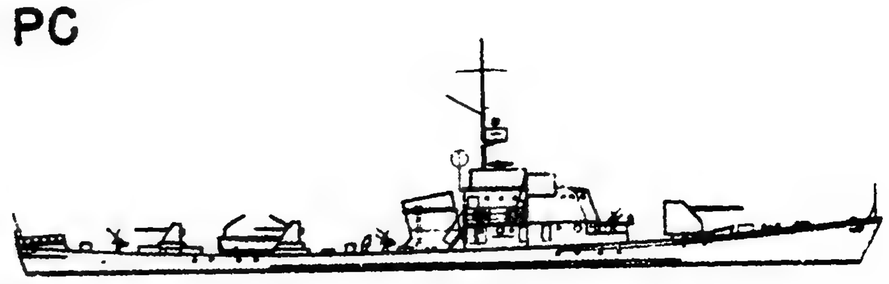


Japanese "Kaibokan" No. 1 Class 221' oa

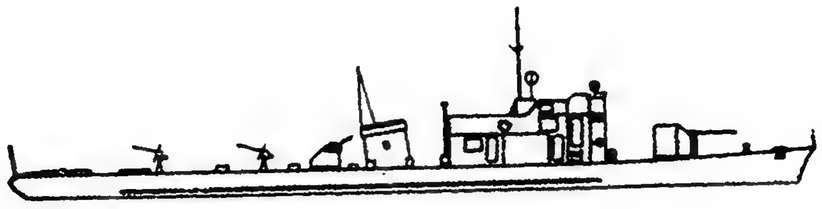


Japanese SHIMUSHU Class 254' oa

PC

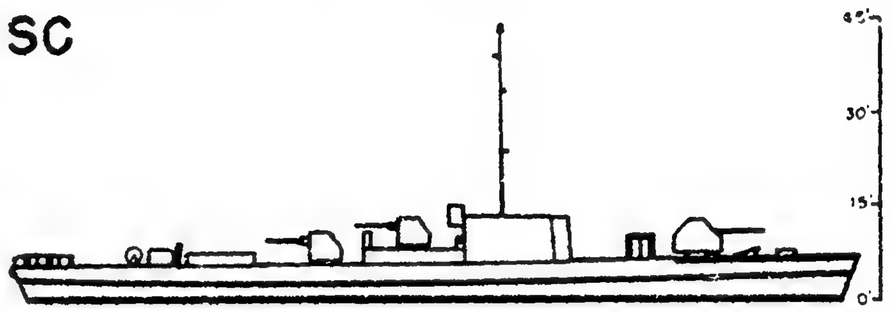


"KRONSHTADT" Class 190' oa

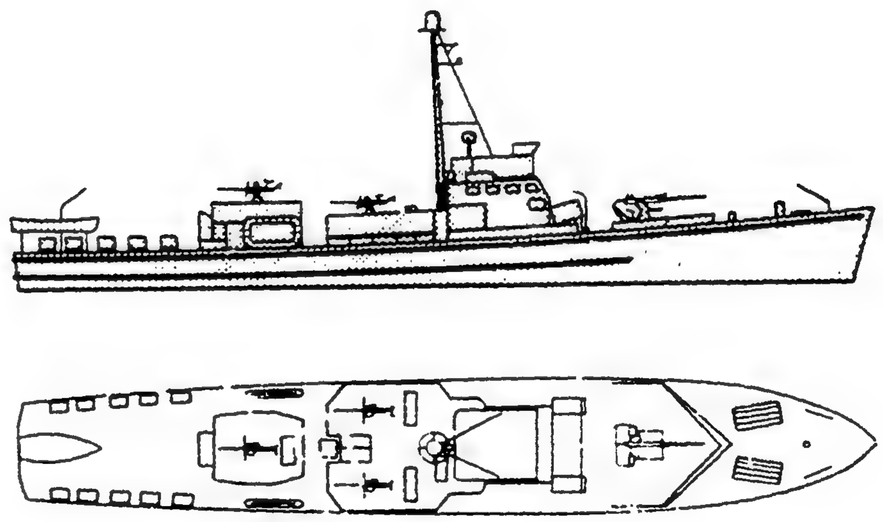


ARTILLERIST Class 157'6" oa

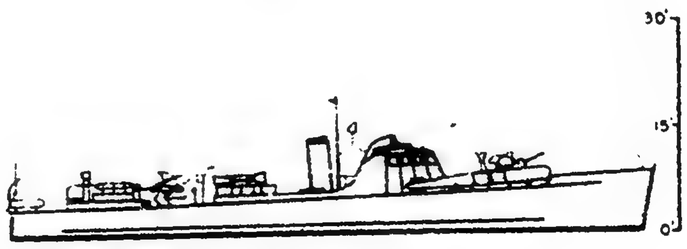
SC



German "R Boat" Classes 121' oa



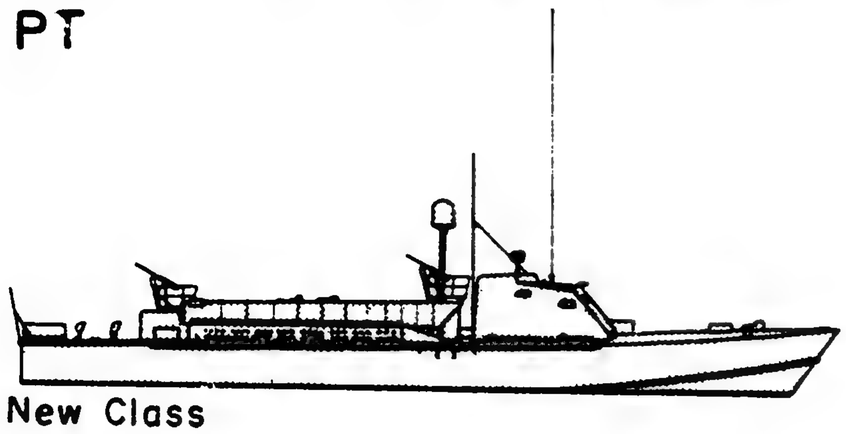
U.S. "110'" Class



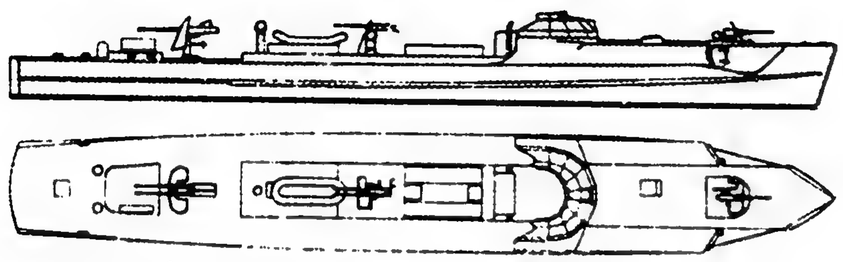
Italian VAS Class 92' oa

USSR—Minor Combatant and Auxiliary Types

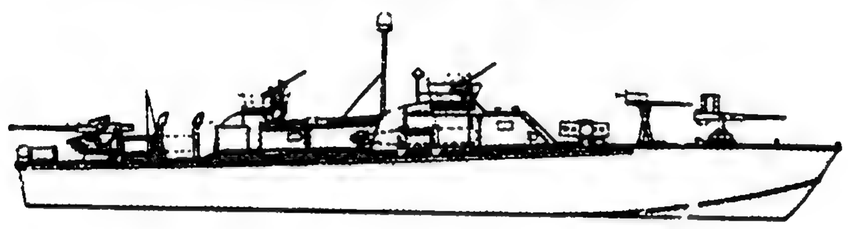
PT



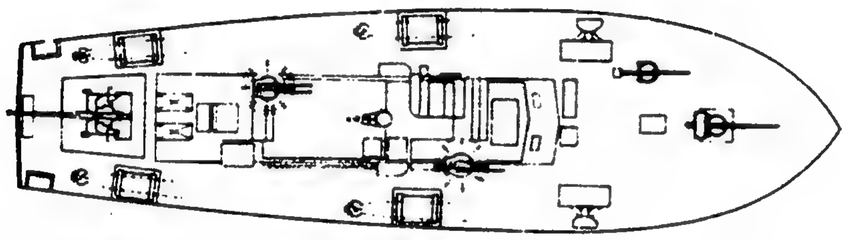
New Class



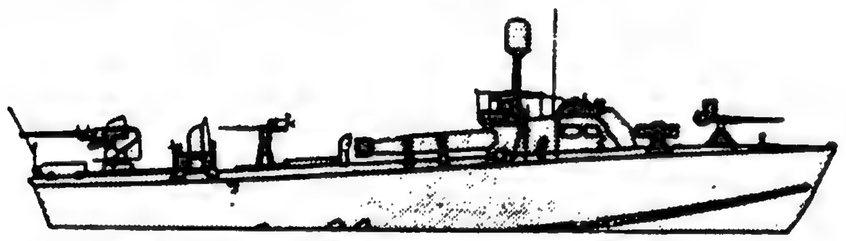
German "S-100" Class 114'6" oa



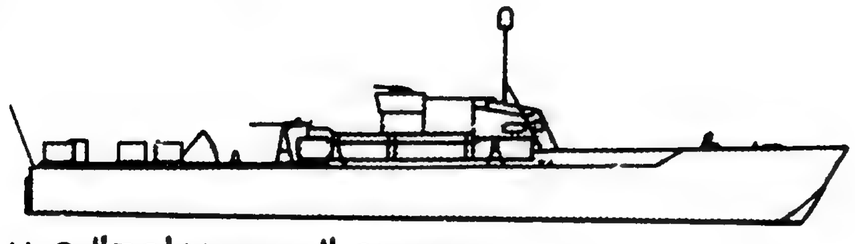
U.S. "80' Elco" Class



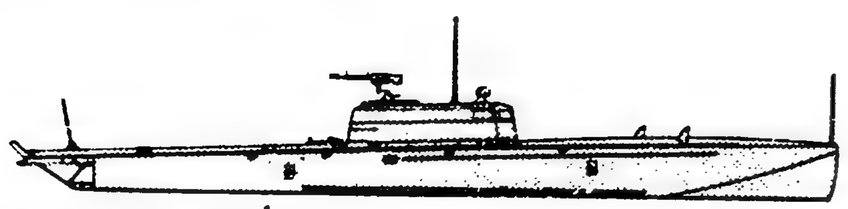
U.S. "78' Higgins" Class



U.S. "70' Vosper" Class

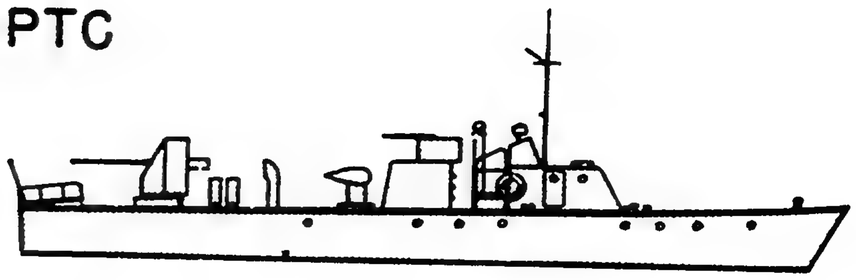


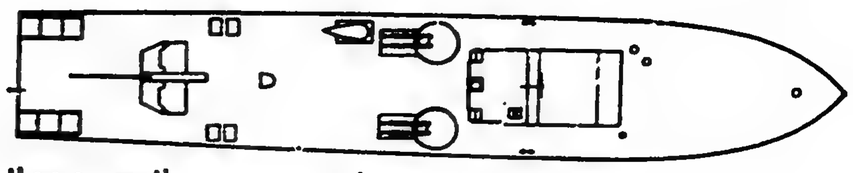
G-5 Class 62' oa



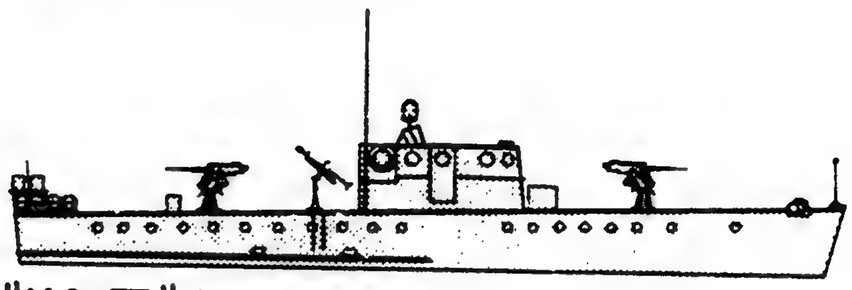
Italian MAS Class 56' oa

PTC

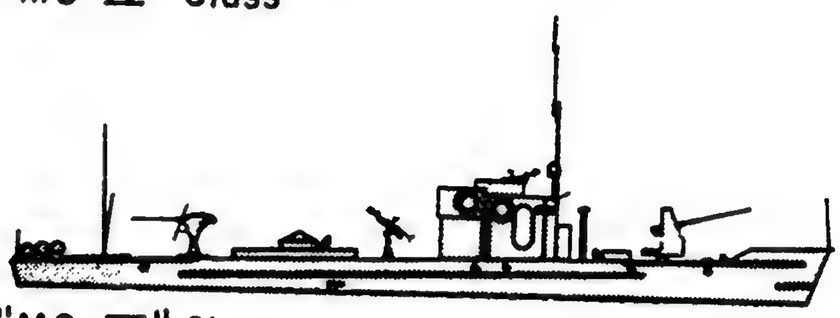




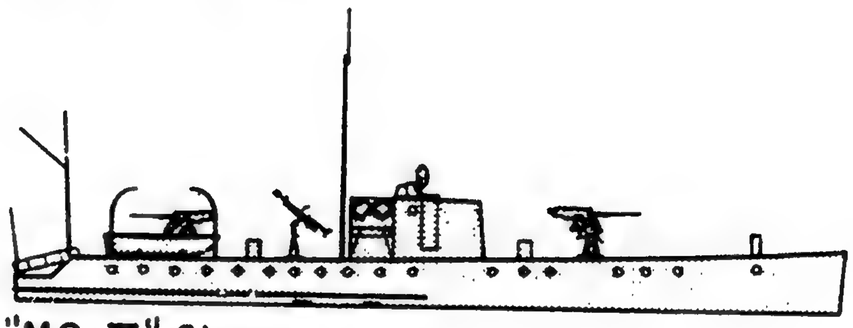
"MO-V" Class 82' oa



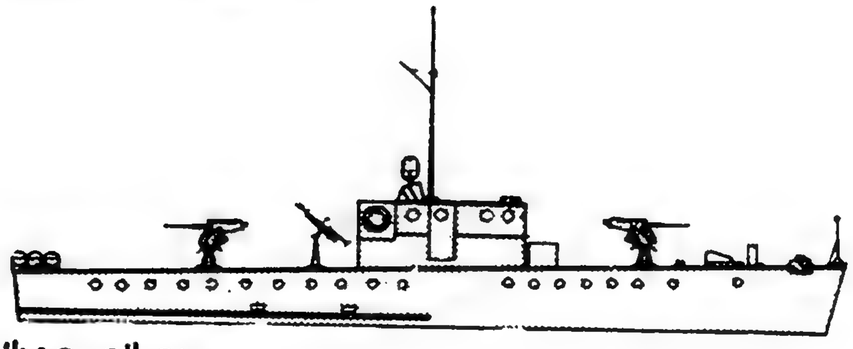
"MO-IV" Class



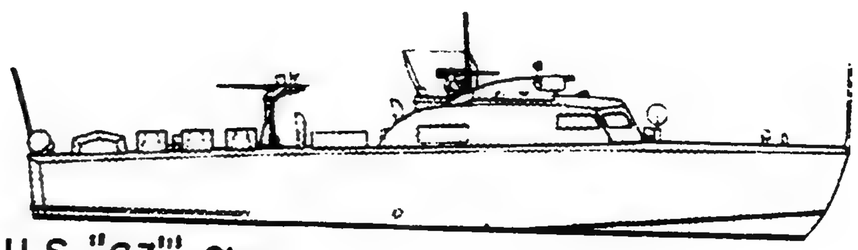
"MO-III" Class



"MO-II" Class

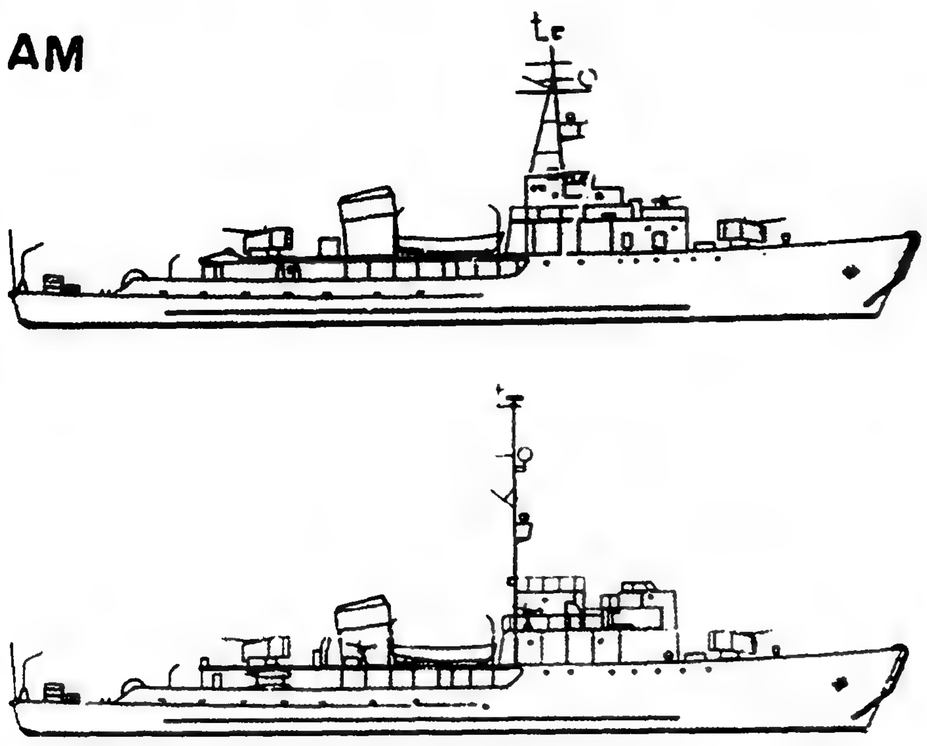


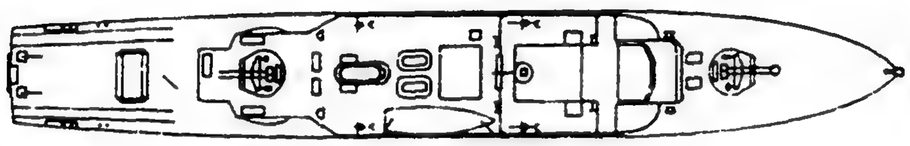
"MO-I" Class
(Position of mast varies in this class.)



U.S. "63"' Class

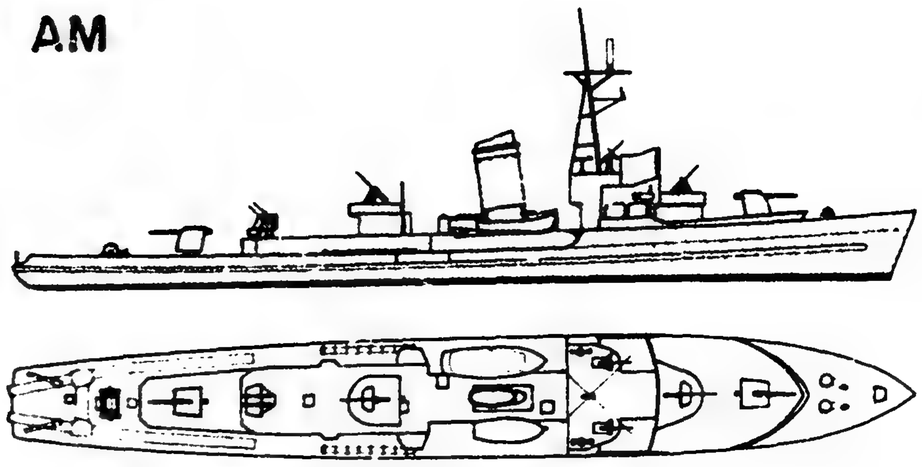
AM



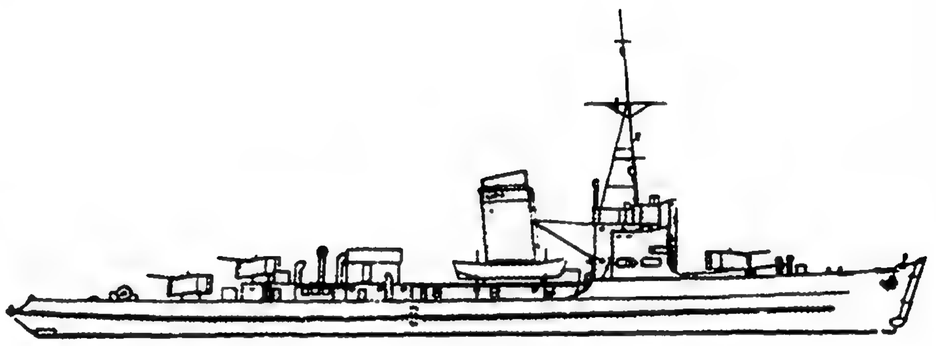


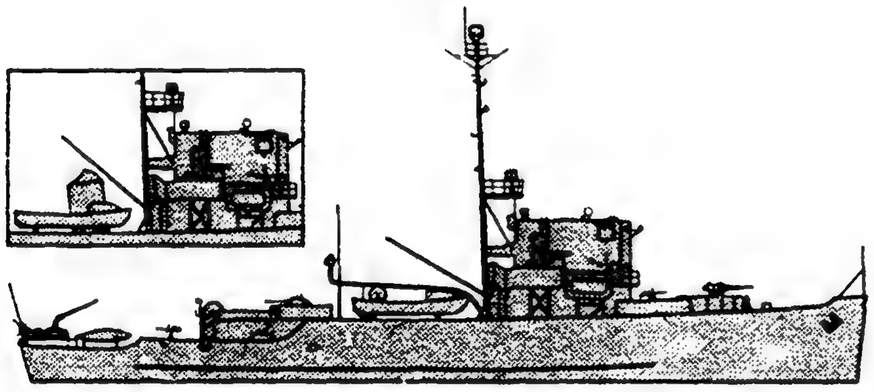
New Class 200' oa

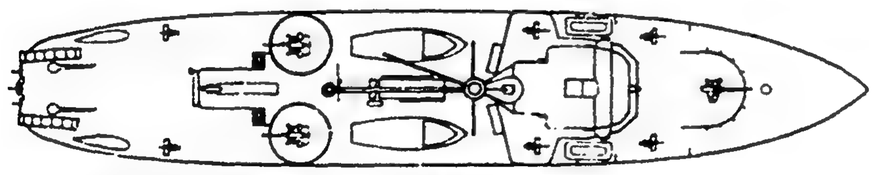
AM



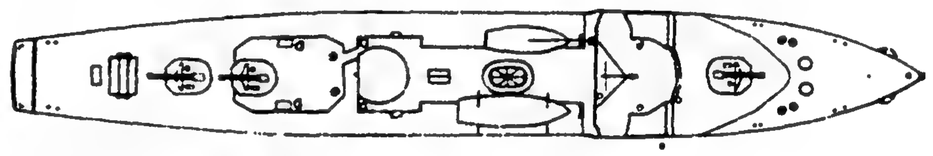
German "M-43" Class 224' oa



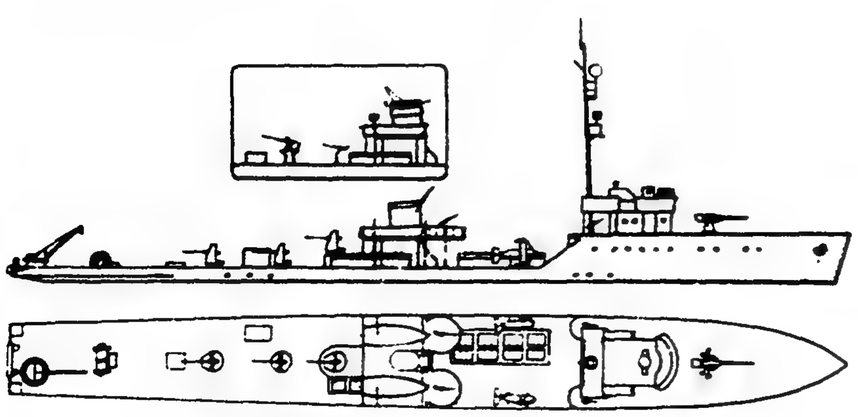




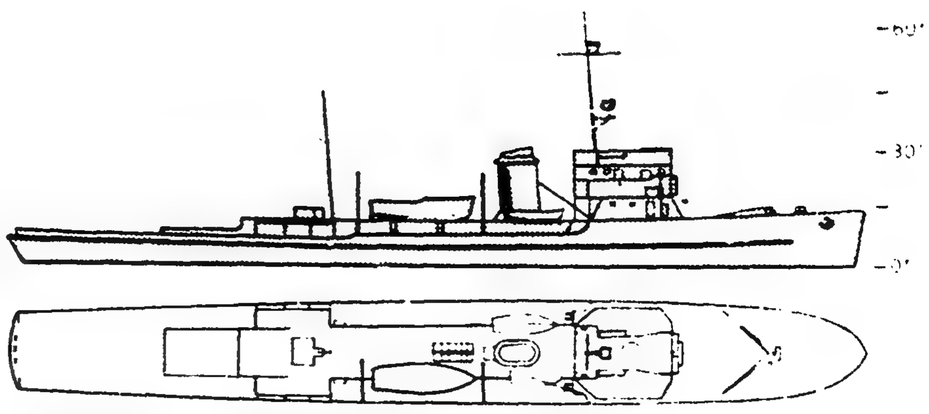
U. S. ADMIRABLE Class 185' oa



German "M-40" Class 204' oa



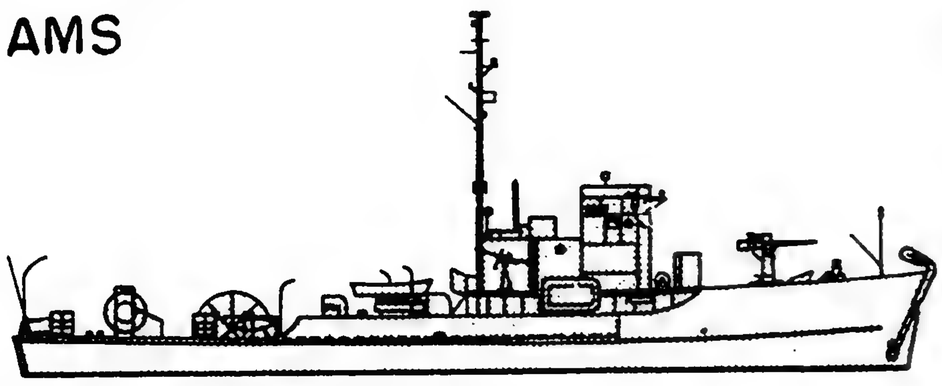
"T" Class 203' oa



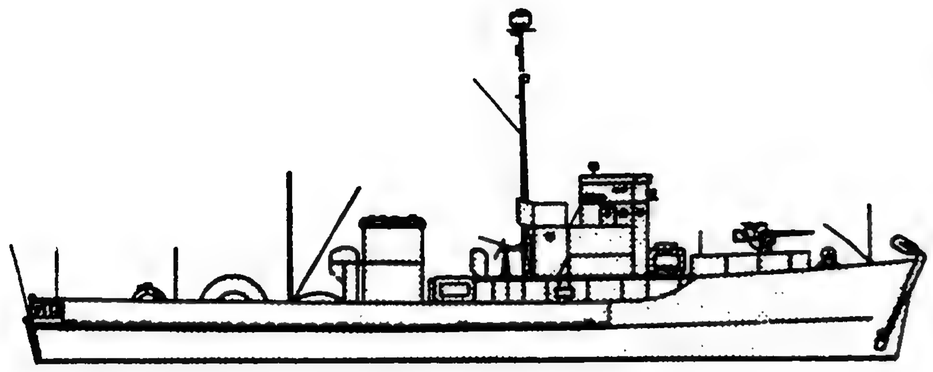
German "M-35" Class 224' oa

USSR—Minor Combatant & Auxiliary Types

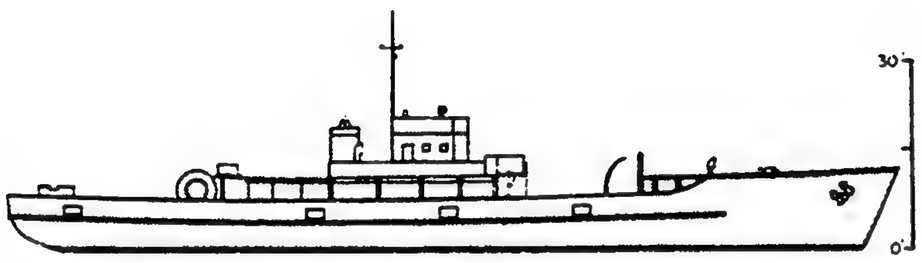
AMS



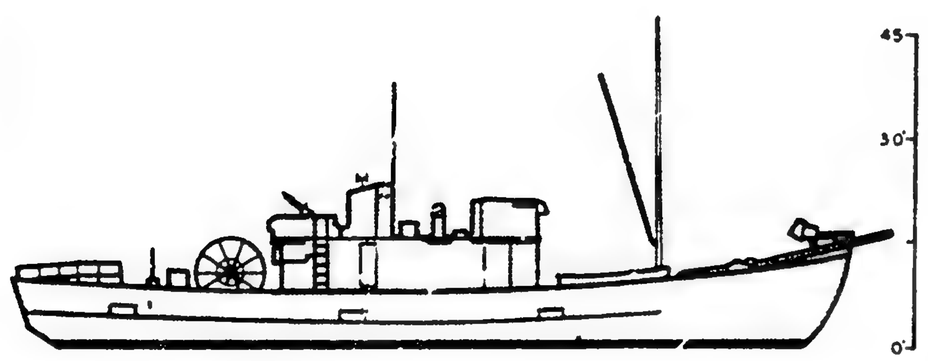
U. S. "136" Class—1st Variation



U. S. "136" Class—2nd Variation

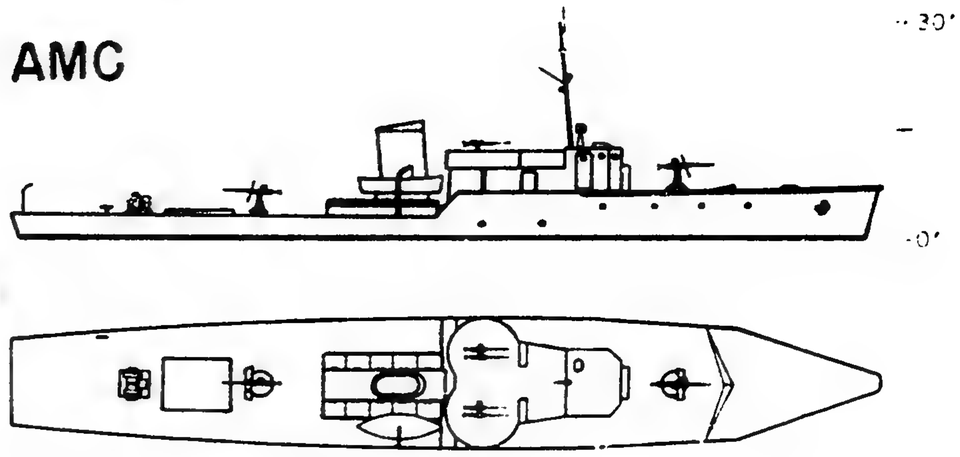


British "140'" MMS Class



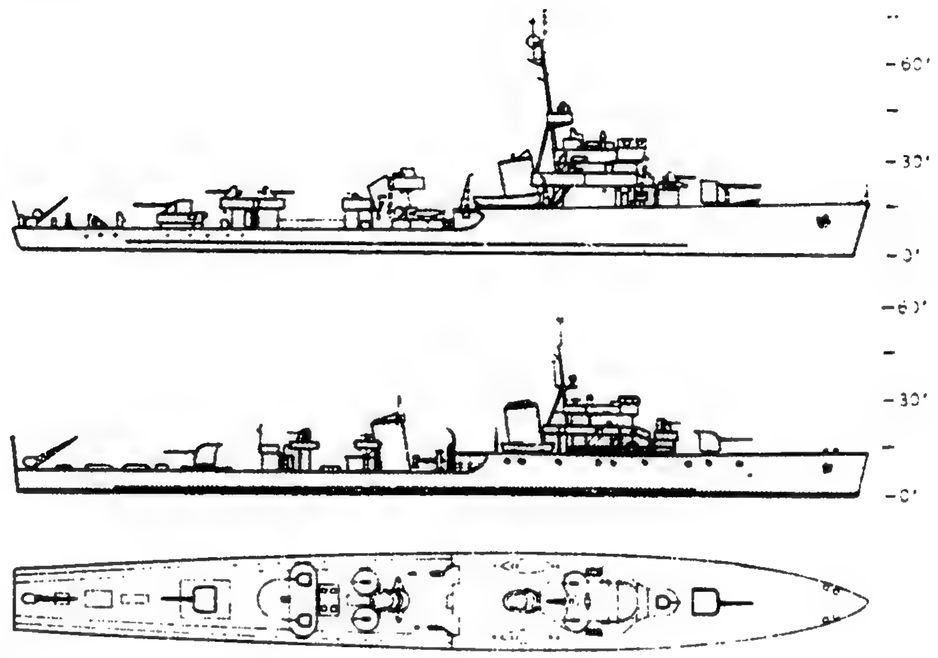
British "105'" MMS Class

AMC



T-301 Class 100' oa

DMS

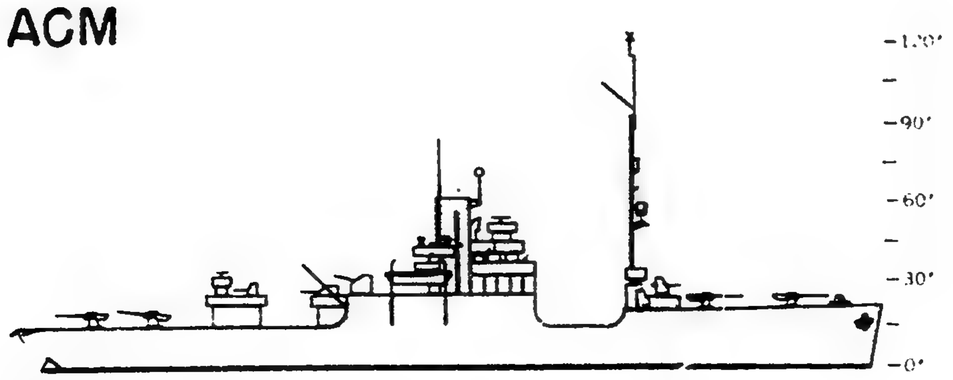


POLUKHIN Class 265' oa

CM

MARTI 401' oa

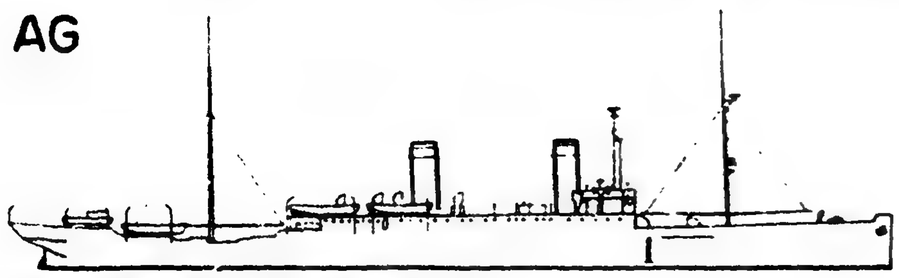
ACM



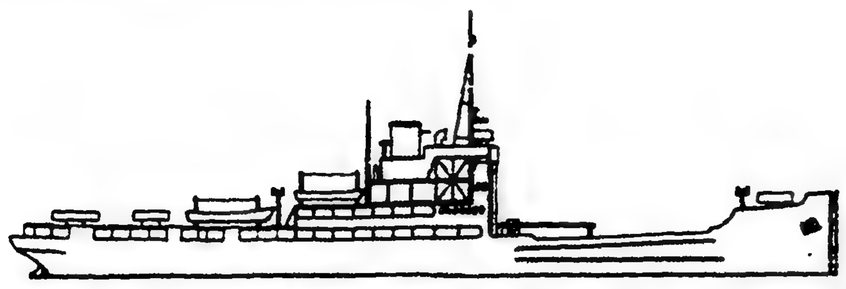
ARGUN 318' oa

USSR—Minor Combatant & Auxiliary Types

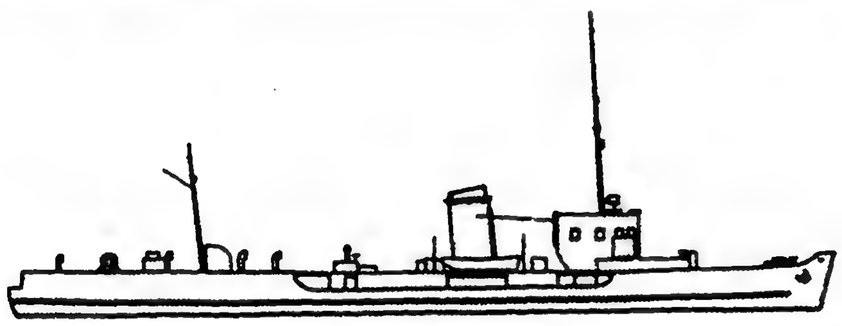
AG



KOMSOMOLETZ 490'oa

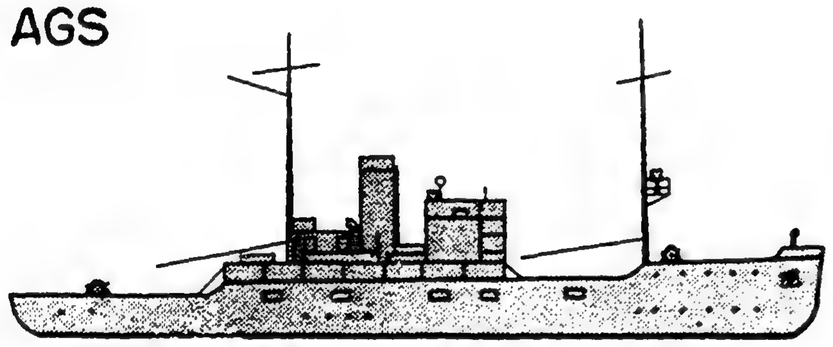


ex- German WALDTROUT HORN 314' bp

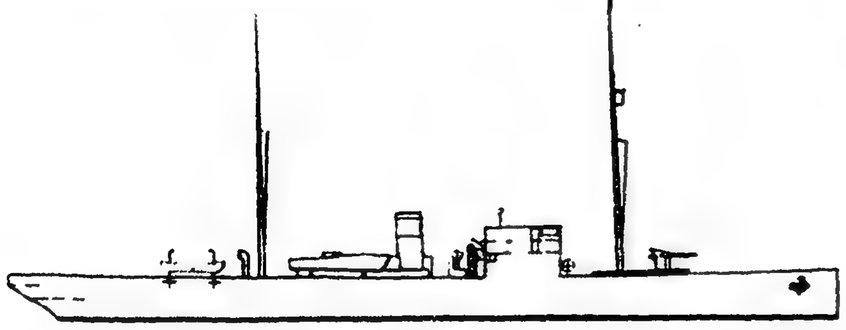


VENTA 184'oa

AGS

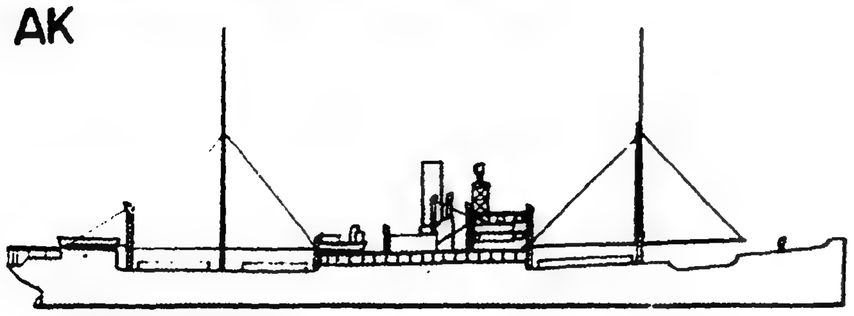


VAST Class 187'oa



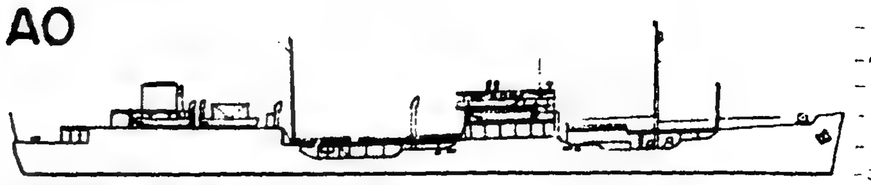
ex- German METEOR 220'oa

AK



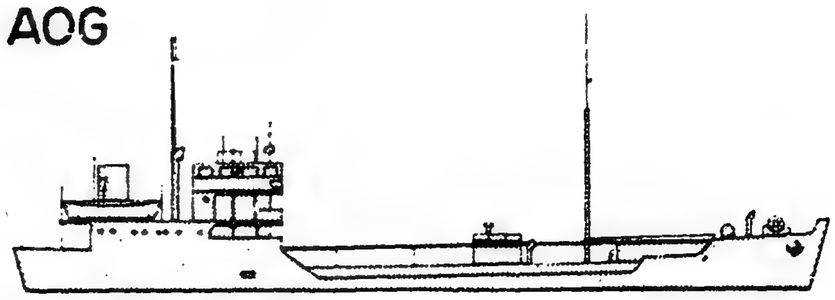
USSURI 343'oa

AO



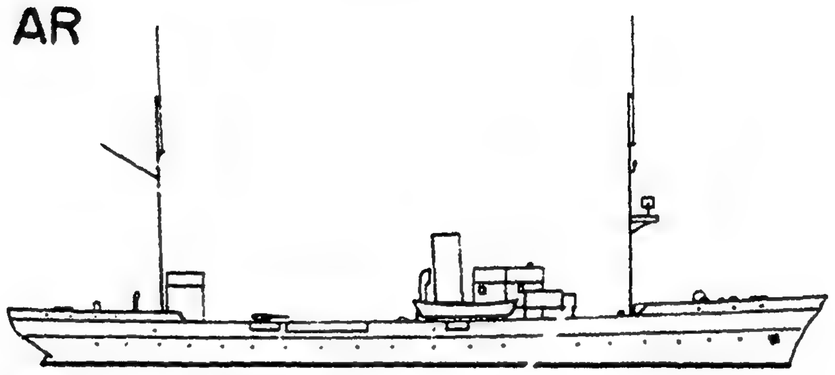
POLYARNIK 410'oa

AOG



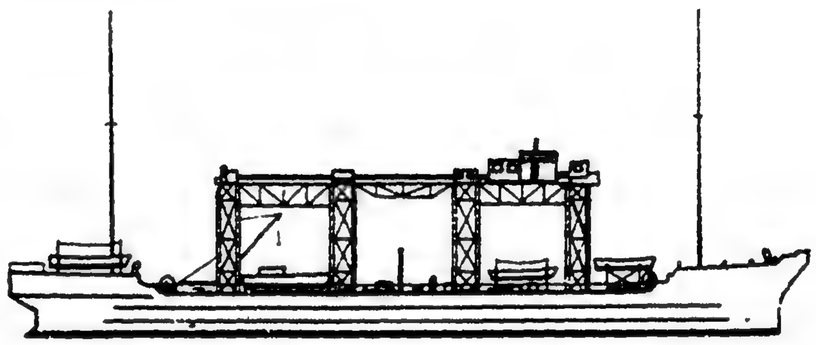
IRBIT 210'oa

AR



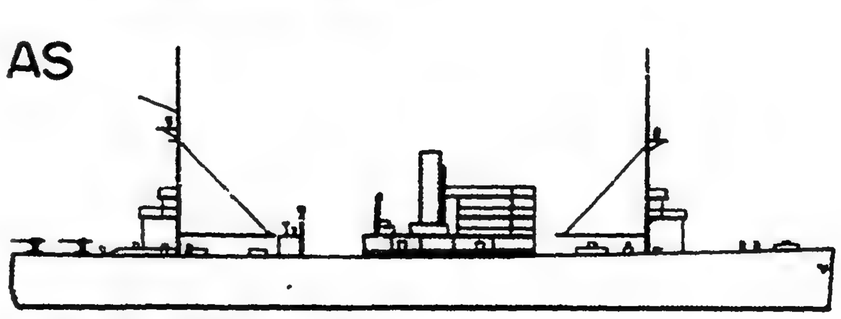
TREFOLEV 203'oa

ARSD

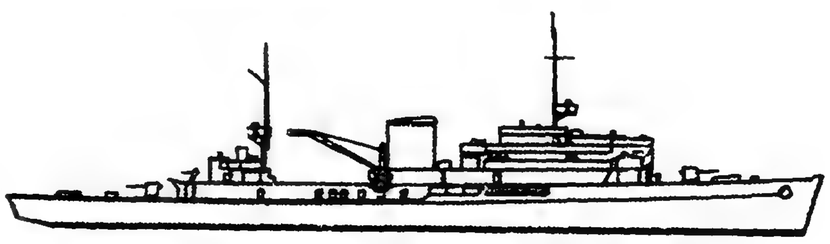


KOMMUNA 315'oa

AS



IRTYSH 328'oa

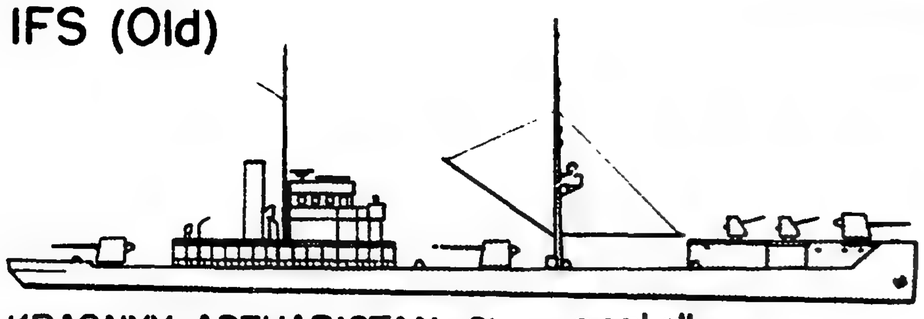


ex-German ADOLF LUDERITZ 374'oa

USSR—Minor Combatant & Auxiliary Types

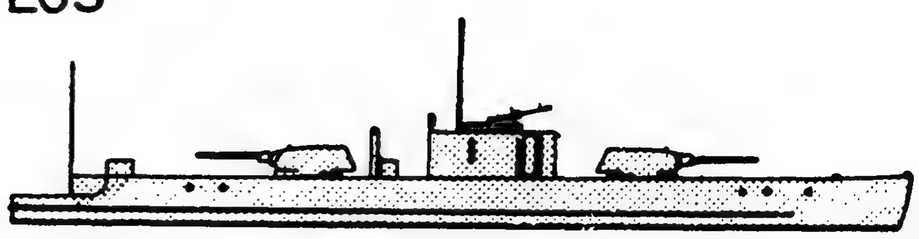
LANDING CRAFT

IFS (Old)

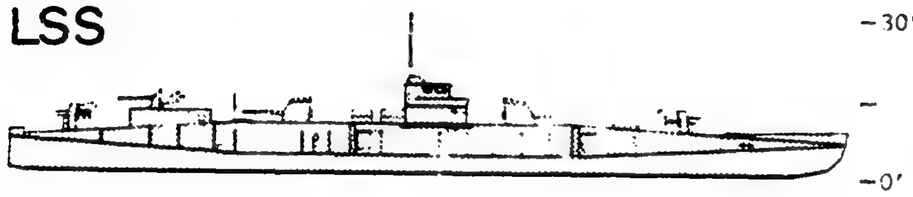


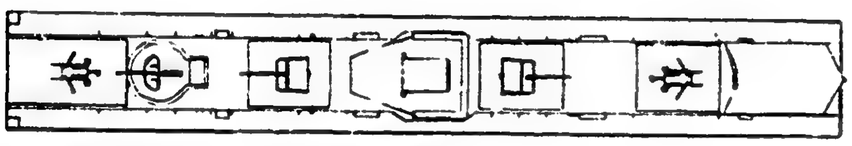
KRASNYY ADZHARISTAN Class 245'6"oc

LCS



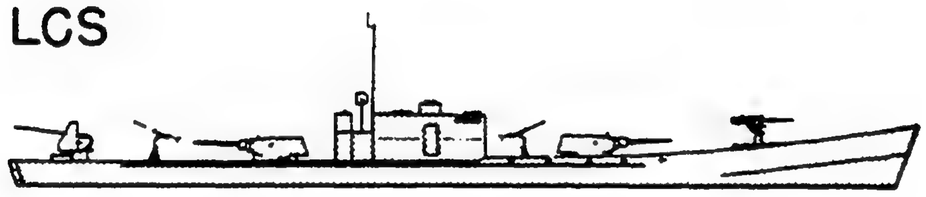
LSS

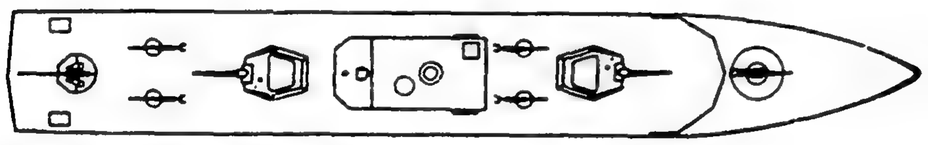




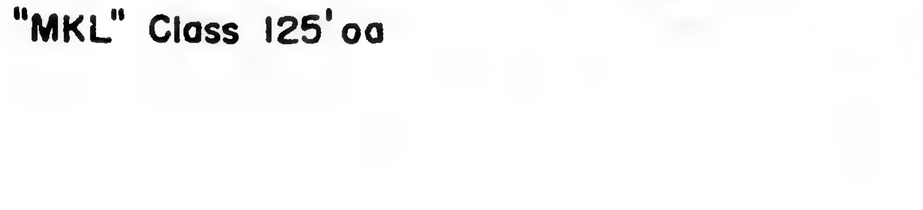
German "AF" Class 154'oc

LCS

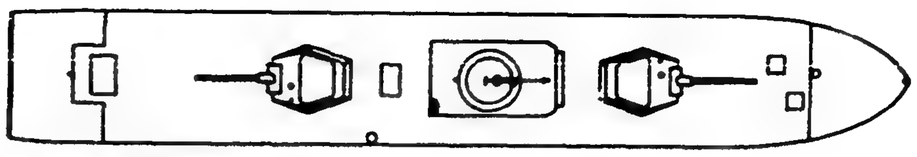




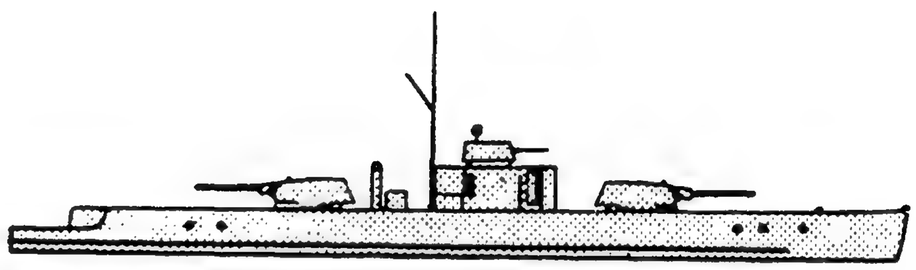
"MKL" Class 125'oa



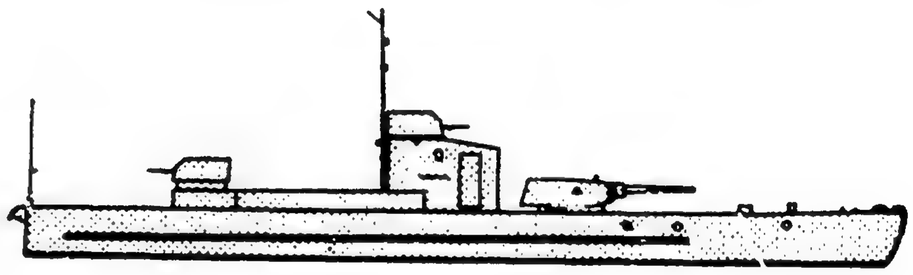
"BK-III" Class

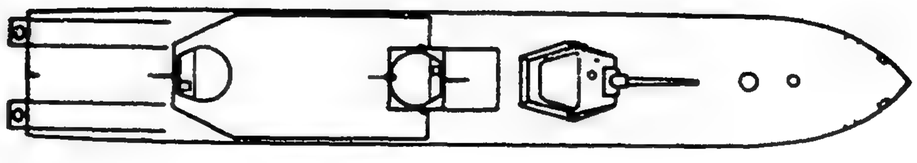


"BK-II" Class



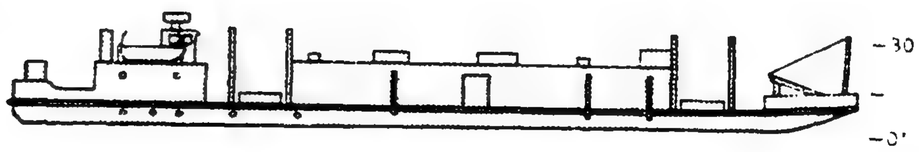
"BK-II (modified)" Class

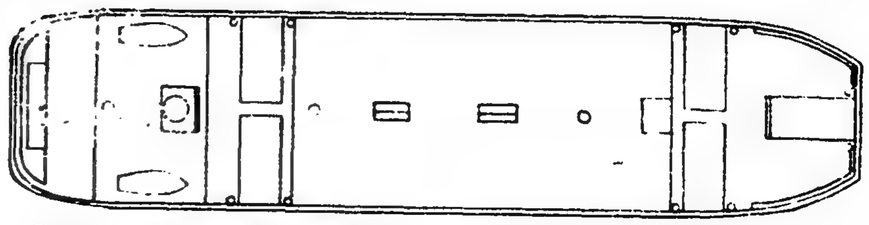




"BK-I" Class

LST



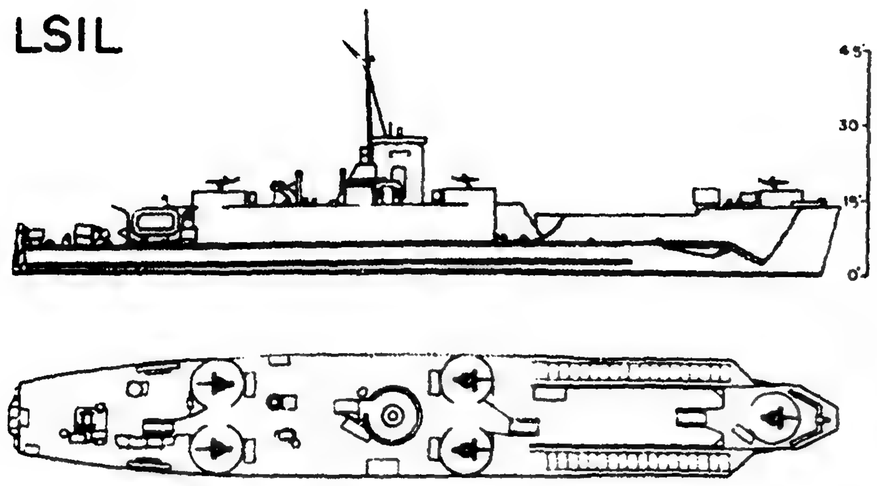


SV-1 Class 236'oa

USSR—Minor Combatant & Auxiliary Types

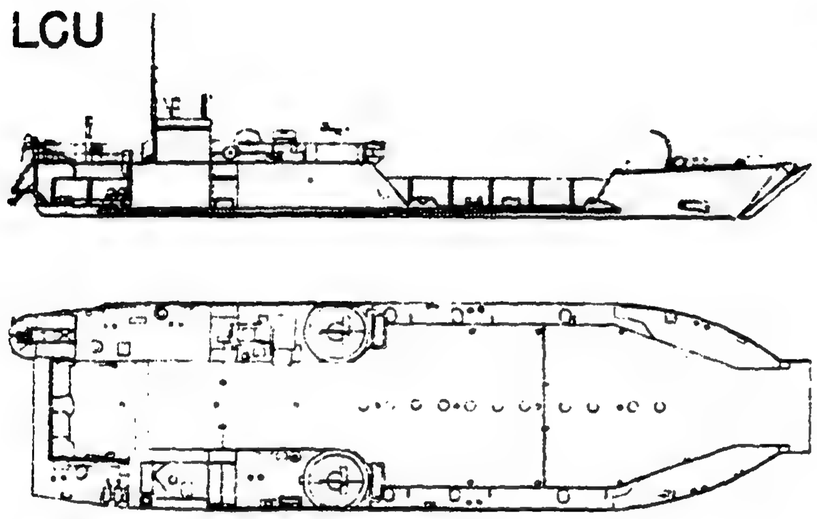
LANDING CRAFT

LSIL



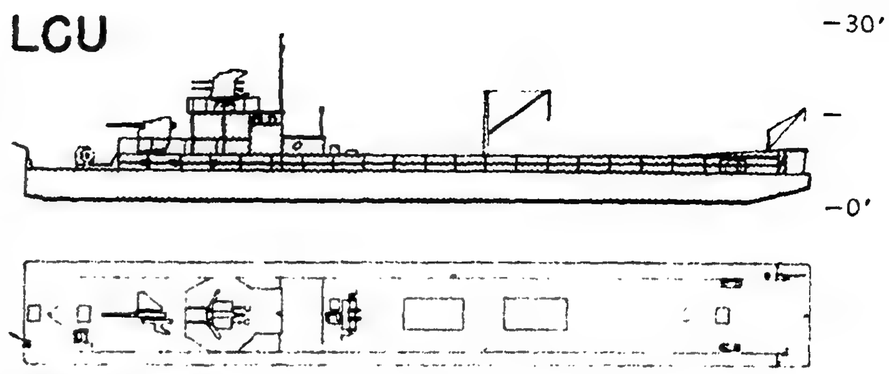
U.S. "LSIL" Class 158'6"oa

LCU



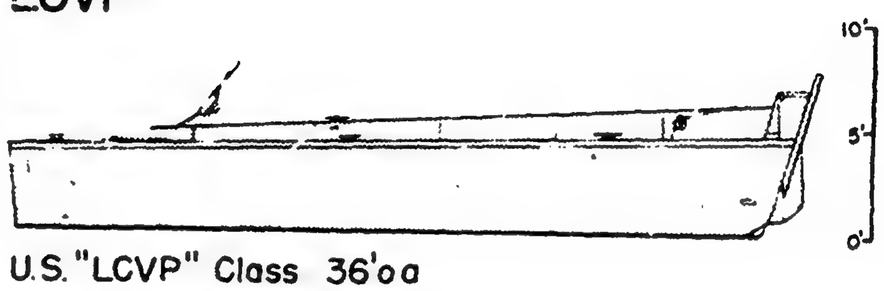
U.S. "LCT (6)" Class 120'oa

LCU

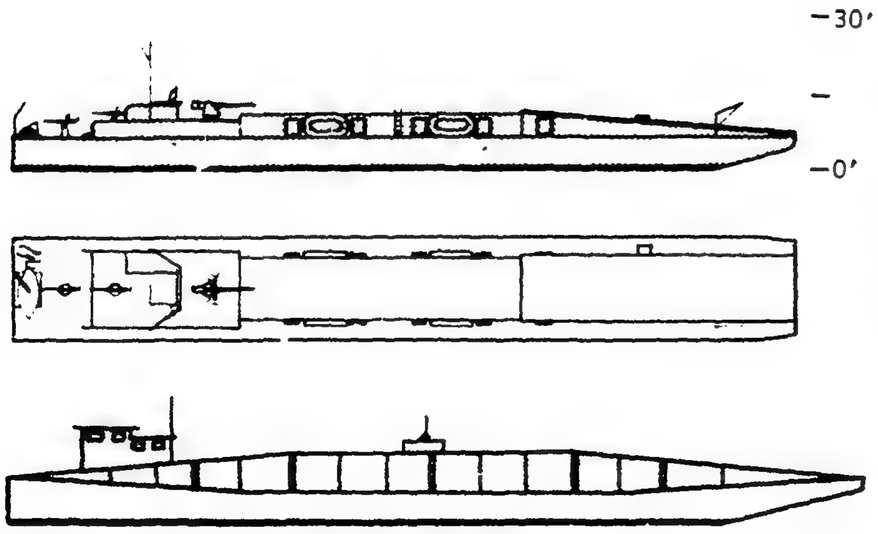


German "MNL" Class 131'oa

LCVP

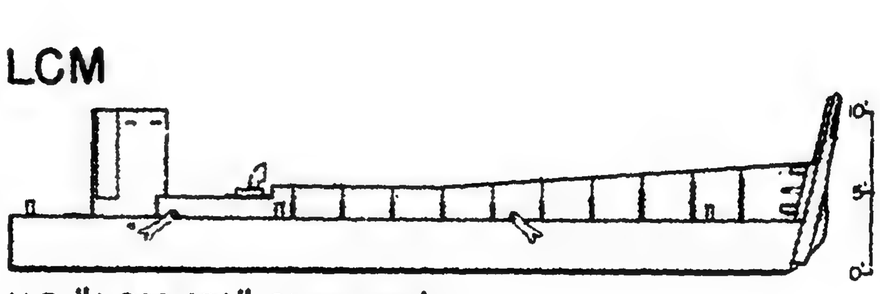


U.S. "LCVP" Class 36'oa



German "MFP" Classes 164'oa

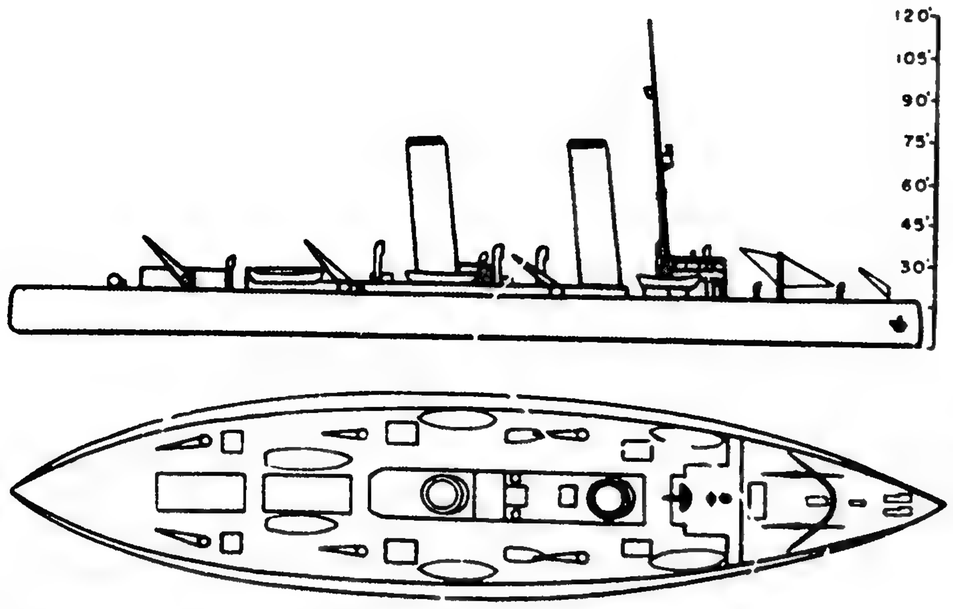
LCM



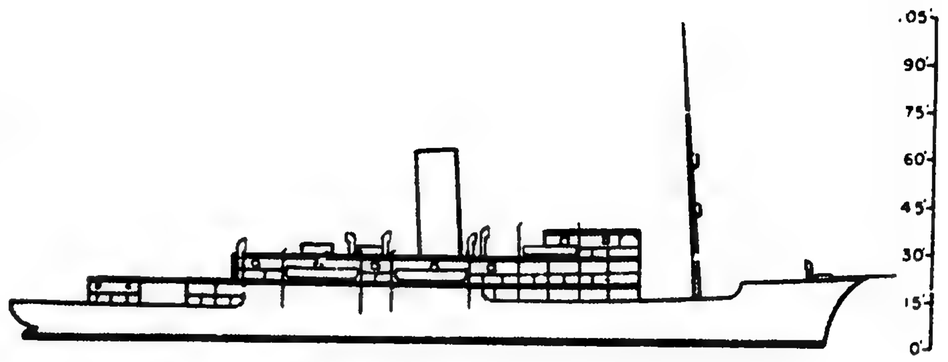
U.S. "LCM (3)" Class 50'oa

USSR—Minor Combatant and Auxiliary Type

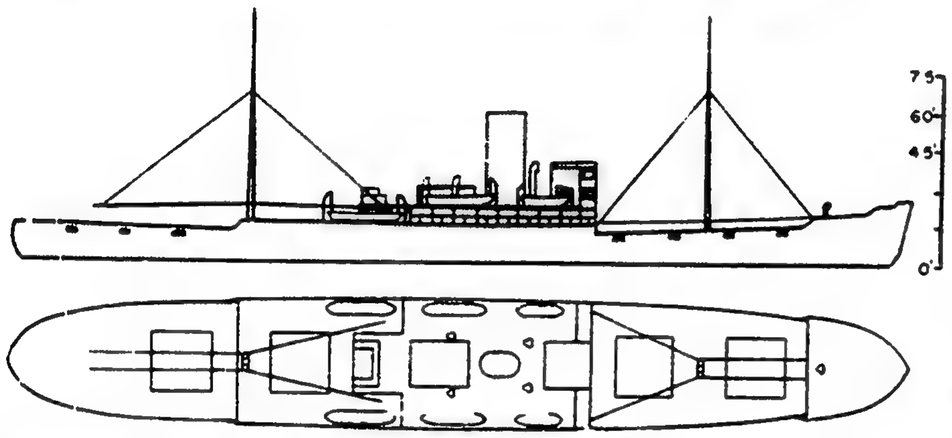
ICEBREAKERS



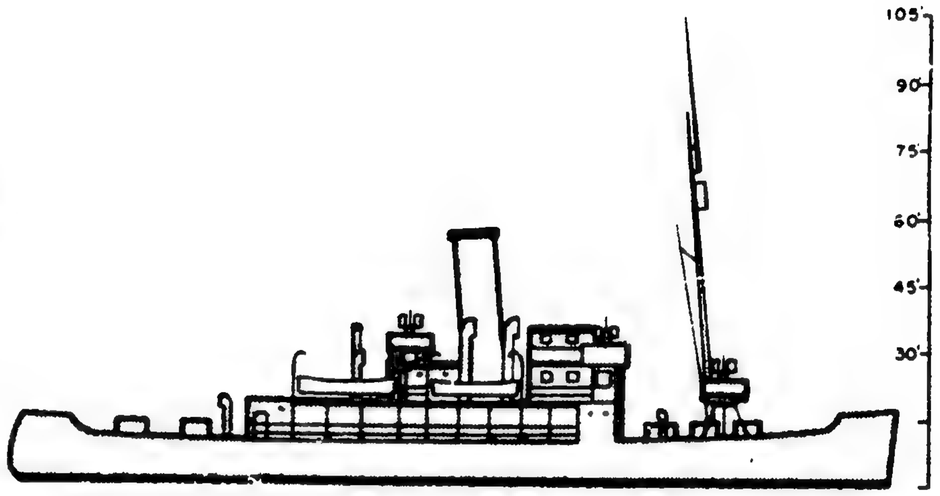
KRASSIN 323'oa (typical icebreaker hull lines)



FEODOR LITKE 265' oa



SEMEN DEZHNEV Class 341'oa



DAVIDOV 191' bp.

BM VIBORG
DISPL.—3,900 tons
LENGTH—305′; BEAM—55′ 6″;
DRAFT—15′
ARMAMENT—4 10″/45; 8 4.1″ AA; 4 40 mm AA
SPEED—15.5 knots; COMPLETED—1932

BMR LENIN Class
DISPL.—965 tons
LENGTH—233′; BEAM—43′;
DRAFT—6′ 6″
ARMAMENT—8 4.7″/50; 4 37 mm AA
SPEED—15 knots; COMPLETED—1908–10

DC "Bird" Class
DISPL.—920 tons
LENGTH—279′; BEAM—27′ 6″;
DRAFT—10′
ARMAMENT—3 3.9″/56; 4 37 mm AA; 3 17.7″ TT
SPEED—34–35 knots

DC SHTORM Class
DISPL.—500 tons
LENGTH—233′; BEAM—24′; DRAFT—9′
ARMAMENT—2 3.9″/56; 4 45 mm AA; 3 17.7″ TT
SPEED—29 knots; COMPLETED—1929–39

DC German "Type 37" Class
DISPL.—866 tons
LENGTH—280′; BEAM—29′; DRAFT—12′
ARMAMENT—1 4.1″; 2 37 mm AA; 6 21″ TT
SPEED—36 knots; COMPLETED—1939–40

DC Italian FORTUNALE Class
DISPL.—1,192 tons
LENGTH—293′; BEAM—32′ 6″;
DRAFT—14′
ARMAMENT—2–3 3.9″/47
SPEED—25 knots; COMPLETED—1942

DC Japanese OTORI Class
DISPL.—840 tons
LENGTH—289′; BEAM—27′; DRAFT—10′
ARMAMENT—
SPEED—30.5 knots; COMPLETED—1937

DE DZERZHINSKI Class
DISPL.—776 tons
LENGTH—262′ 6″; BEAM—27′;
DRAFT—16′ 6″
ARMAMENT—2 3.9″/55; 4 37 mm AA
SPEED—20 knots; COMPLETED—1934

DE Japanese MATSU Class
DISPL.—1,262–1,350 tons
LENGTH—328′; BEAM—31′; DRAFT—11′
ARMAMENT—
SPEED—27.8 knots;
COMPLETED—1944–45

PY VOROVSKY
DISPL.—3,000 tons (gross)
LENGTH—315′; BEAM—40′; DRAFT—18′
ARMAMENT—2 3.9″/56; 2 45 mm AA
SPEED—18 knots; COMPLETED—1901

OPG KRASNOYE ZNAMYA
DISPL.—1,450 tons
LENGTH—237′; BEAM′42′; DRAFT—13′
ARMAMENT—5 5.1″/50; 8 37 mm AA
SPEED—14 knots; COMPLETED—1899
(Modernized 1937–39)

PF Japanese "KAIBOKAN" No. 2 Class
DISPL.—740 tons
LENGTH—228′; BEAM—28′; DRAFT—10′
ARMAMENT—
SPEED—17.5 knots;
COMPLETED—1944–45

PF Japanese "KAIBOKAN" No. 1 Class
DISPL.—745 tons
LENGTH—221′; BEAM—27′ 6″; DRAFT—10′
ARMAMENT—
SPEED—16.5 knots;
COMPLETED—1944–45

PF Japanese SHIMUSHU Class
DISPL.—860 tons
LENGTH—254′; BEAM—30′; DRAFT—10′
ARMAMENT—
SPEED—19.7 knots; COMPLETED—1940

PC "KRONSHTADT" Class
DISPL.—300 tons
LENGTH—190′; BEAM— ; DRAFT —
ARMAMENT—1 3″ AA; 2 37 mm AA
SPEED—27 knots; COMPLETED—

PC ARTILLERIST Class
DISPL.—240 tons
LENGTH—157′ 6″; BEAM—19′;
DRAFT—6′
ARMAMENT—1 3″; 2 37 mm AA
SPEED—23 knots; COMPLETED—1945

USSR—Minor Combatant and Auxiliary Types

SC German "R Boat" Class
DISPL.—145 tons
LENGTH—121′; BEAM—19′; DRAFT—5′
ARMAMENT—3 20 mm AA
SPEED—21 knots; COMPLETED—1938–44

SC U. S. "110′" Class
DISPL.—95 tons
LENGTH—111′; BEAM—11′; DRAFT—6′ 6″
ARMAMENT—1 40 mm AA; 2–3 20 mm AA
SPEED—18 knots; COMPLETED—1943–44

SC Italian VAS Class
DISPL.—68 tons
LENGTH—92′; BEAM—15′; DRAFT—4′ 6″
ARMAMENT—2 20 mm AA
SPEED—19 knots; COMPLETED—1942–43

PT (New Class)
No data available

PT German "S–100" Class
DISPL.—100 tons
LENGTH—114′ 6″; BEAM—17′; DRAFT—5′ 6″
ARMAMENT—2 37 mm AA; 3 20 mm AA; 2 21″ TT
SPEED—42 knots; COMPLETED—1942–44

PT Italian MS Class
DISPL.—69 tons
LENGTH—91′; BEAM—14′; DRAFT—14′
ARMAMENT—2 20 mm AA; 2 21″ TT
SPEED—30 knots; COMPLETED—1942–43

PT U. S. "80′ Elco" Class
DISPL.—33 tons
LENGTH—80′; BEAM—21′; DRAFT—5′ 6″
ARMAMENT—1 40 mm AA; 1 20 mm AA; 2 21″ TT
SPEED—40 knots; COMPLETED—1943–45

PT U. S. "78′ Higgins" Class
DISPL.—56 tons (full load)
LENGTH—78′; BEAM—21′; DRAFT—5′ 6″
ARMAMENT—1 40 mm AA; 2 20 mm AA; 2 21″ TT
SPEED—40 knots; COMPLETED—1942–43

PT U. S. "70′ Vosper" Class
DISPL.—43 tons (full load)
LENGTH—70′; BEAM—19′; DRAFT—5′
ARMAMENT—1 20 mm AA; 2 21″ TT
SPEED—40 knots; COMPLETED—1943–45

PT G–5 Type
DISPL.—16 tons
LENGTH—62′; BEAM—11′; DRAFT—3′–4′
ARMAMENT—3 MG; 2 21″ TT
SPEED—49 knots (max.); COMPLETED—1930–39

PT Italian MAS Type
DISPL.—24 tons
LENGTH—56′; BEAM—14′ 6″; DRAFT—4–5′
ARMAMENT—2 18″ TT; 1 MG
SPEED—40 knots; COMPLETED—1937

PTC "MO–V" Class
DISPL.—42 tons
LENGTH—82′; BEAM—12′ 6″; DRAFT—3′
ARMAMENT—1 37 mm AA
SPEED—25 knots; COMPLETED—1945

PTC "MO–I," "MO–II," "MO–III" & "MO–IV" Classes
DISPL.—50–56 tons
LENGTH—80–90′; BEAM—12′; DRAFT—4′
ARMAMENT—2 37 mm AA; 1–4 MG
SPEED—15–25 knots; COMPLETED 1936–45

PTC U. S. "63′" Class
DISPL.—31.5 tons (full load)
LENGTH—63′; BEAM—16′; DRAFT—4′
ARMAMENT—1 20 mm AA
SPEED—28 knots (full); COMPLETED—1943–45

AM (New Class)
DISPL.—600 tons
LENGTH—200′; BEAM—; DRAFT—
ARMAMENT—
SPEED— ; COMPLETED —

USSR—Minor Combatant and Auxiliary Types

AM U. S. ADMIRABLE Class
DISPL.—640 tons
LENGTH—185′; BEAM—33′; DRAFT—10′
ARMAMENT—1 3″/50; 3 40 mm AA
SPEED—15 knots; COMPLETED—1942–45

AM "T" Class
DISPL.—441 tons
LENGTH—203′; BEAM—23′ 6″; DRAFT—8′
ARMAMENT—1 3.9″ DP; 2 37 mm AA; 40 mines
SPEED—18 knots; COMPLETED—1935–42

AM German "M–43" Class
DISPL.—605 tons
LENGTH—224′; BEAM—29′ 6″; DRAFT—8′ 6″
ARMAMENT—2 4.1″ DP; 2 37 mm AA
SPEED—17 knots; COMPLETED—1944–45

AM German "M–40" Class
DISPL.—543 tons
LENGTH—204′; BEAM—28′; DRAFT—9′
ARMAMENT—1–2 4.1″ DP; 1 37 mm AA
SPEED—17 knots; COMPLETED—1942–45

AM German "M–35" Class
DISPL.—717 tons
LENGTH—224′; BEAM—27′; DRAFT—8′ 6″
ARMAMENT—2 4.1″ DP; 2 37 mm AA
SPEED—18.3 knots; COMPLETED—1938–43

AMS "U. S. 136′ " Class
DISPL.—280 tons
LENGTH—136′; BEAM—24′ 6″; DRAFT—9′
ARMAMENT—1 3″/50 DP; 2 20 mm AA
SPEED—15 knots; COMPLETED—1942–45

AMS British "140′ " MMS Class
DISPL.—360–448 tons
LENGTH—140′; BEAM—28′; DRAFT—12′ 6″
ARMAMENT—2 20 mm AA
SPEED—10 knots; COMPLETED—1943–45

AMS British "105′ " MMS Class
DISPL.—255 tons
LENGTH—119′; BEAM—23′ 6″; DRAFT 9′
ARMAMENT—2 20 mm AA
SPEED—10 knots; COMPLETED 1941–42

AMC T–301 Class
DISPL.—130 tons
LENGTH—100′; BEAM—16′; DRAFT 4′ 6″
ARMAMENT—2 37 mm AA; 2 20 mm AA
SPEED—12 knots; COMPLETED—1943–45

DMS POLUKHIN Class
DISPL.—700 tons
LENGTH—265′; BEAM—26′; DRAFT 8′
ARMAMENT—2 3.9″; 3 37 mm AA
SPEED—24 knots; COMPLETED—1943

CM MARTI
DISPL.—5,664 tons
LENGTH—401′; BEAM—51′; DRAFT—22′
ARMAMENT—4 5.1″/50; 7 3″ DP; 3 45 mm AA; 500 mines
SPEED—18 knots; COMPLETED 1896 (Rebuilt 1936)

ACM ARGUN
DISPL.—4,200 tons
LENGTH—318′; BEAM—46′; DRAFT 18′
ARMAMENT—4 5.1″/50; 313″ DP; 4 37 mm AA; 800 mines
SPEED—11 knots; COMPLETED—1939

AG KOMSOMLETZ
DISPL.—11,900 tons
LENGTH—490′; BEAM—55′ 6″; DRAFT 25′
ARMAMENT—
SPEED—18 knots; COMPLETED—1902

AG ex-German WALDTRAUT HORN
DISPL.—4,000 tons (gross)
LENGTH—314′ (bp.); BEAM—49′; DRAFT—21′
ARMAMENT—
SPEED—13 knots; COMPLETED—1928. CONVERTED—1942

USSR—Minor Combatant and Auxiliary Types

AG VENTA
DISPL.—515 tons
LENGTH—184′; BEAM—27′; DRAFT—8′ 6″
ARMAMENT—1 4.1″
SPEED—16 knots; COMPLETED—1917–19

AGS VAST Class
DISPL.—640 tons
LENGTH—187′; BEAM—30′; DRAFT —
ARMAMENT—
SPEED—10 Knots; COMPLETED—1938

AGS ex-German METEOR
DISPL.—1,181 tons (full load)
LENGTH—220′; BEAM—34′; DRAFT—10′
ARMAMENT—
SPEED—14.5 knots; COMPLETED—1924

AK USSURI
DISPL.—3,367 tons (gross)
LENGTH—343′; BEAM—48′: DRAFT—
ARMAMENT—
SPEED—8 knots; COMPLETED—1912

AO POLYARNIK
DISPL.—5,660 tons (gross)
LENGTH— 410′; BEAM—53′; DRAFT—
ARMAMENT —1 4.1″
SPEED—12 knots; COMPLETED—

AOG IRBIT
DISPL.—1,016 tons (gross)
LENGTH—210′; BEAM—36′; DRAFT—
ARMAMENT—
SPEED—9 knots; COMPLETED—1937

AR TREFOLEV
DISPL.—1,280 tons
LENGTH—203′; BEAM—36′; DRAFT—14′
ARMAMENT—4 3″ DP; 4 45 mm AA
SPEED—9 knots; COMPLETED—1894

ARS D KOMMUNA
DISPL.—2,450 tons
LENGTH—315′; BEAM—61′; DRAFT—15′
ARMAMENT—
SPEED—10 knots; COMPLETED—1914

AS IRTYSH
DISPL.—5,800 tons (gross)
LENGTH—328′; BEAM—46′; DRAFT—19′ 6″
ARMAMENT—4 3″ DP; 3 45 mm AA
SPEED—12 knots; COMPLETED—1933

AS ex-German ADOLF LUDERITZ
DISPL.—3,615 tons (full load)
LENGTH—374′; BEAM—48′; DRAFT—14′
ARMAMENT—4 4.1″ DP; 2 37 mm AA
SPEED—23 knots; COMPLETED—1940

LANDING CRAFT—ICEBREAKERS

IFS (Old) KRASNYY ADZHARISTAN
DISPL.—1,100 tons
LENGTH—245′ 6″; BEAM—34′; DRAFT—9′
ARMAMENT—2–3 5.1″/50; 2 3″ DP; 2 45 mm AA
SPEED—9 knots; COMPLETED—1918–20

LSS German "AF" Class
DISPL.—330 tons
LENGTH—154′; BEAM—21′; DRAFT—5′
ARMAMENT—2 3.5″ DP; 2 37 mm AA
SPEED—10 knots; COMPLETED—1940–45

LCS "MKL" Class
DISPL.—70 tons (est.)
LENGTH—125′; BEAM—15′; DRAFT—6′
ARMAMENT—3 3″; 4–5 light AA
SPEED—20 knots; COMPLETED—1945

LCS BK–I, BK–II, BK II (Mod.) & BK–III Classes
DISPL.—25–50 tons
LENGTH—50–80′; BEAM—12′; DRAFT—3′
ARMAMENT—1–2 3″; 2–4 light AA
SPEED—20 knots; COMPLETED—1939–45

LST SV–1 Class
DISPL.—1,800 tons (gross)
LENGTH—236′; BEAM—52′; DRAFT—
ARMAMENT—
SPEED—8 knots; COMPLETED—1941 (Converted)

343149 O 55 11

USSR—Minor Combatant and Auxiliary Types

LSIL U. S. "LSIL" Class
DISPL.—209 tons
LENGTH—158′ 6″; BEAM—24′; DRAFT—6′ 6″
ARMAMENT—1 40 mm AA; 3–5 20 mm AA
SPEED—14 knots; COMPLETED—1942–44

LCU U. S. "LCT(6)" Class
DISPL.—143 tons
LENGTH—120′; BEAM—32′; DRAFT—4′
ARMAMENT—2 20 mm AA
SPEED—8 knots; COMPLETED 1943–44

LCU German "MFP" Classes
DISPL.—208 tons
LENGTH—164′; BEAM—21′ 6″; DRAFT—9′
ARMAMENT—1 3.5″ DP; 1 37 mm AA
SPEED—10 knots; COMPLETED—1940–45

LCU German "MNL" Class
DISPL.—109 tons
LENGTH—131′; BEAM—27′; DRAFT—6′
ARMAMENT—1 3.5″ DP; 4 20 mm AA
SPEED—9 knots; COMPLETED—1940 45

LCVP U. S. "LCVP" Class
DISPL.—18,000 lbs. (light)
LENGTH—36′; BEAM—11′; DRAFT—3′
ARMAMENT—2 MG
SPEED—9 knots; COMPLETED—1941–45

LCM U. S. "LCM(3)" Class
DISPL.—52 tons (full load)
LENGTH—50′; BEAM—14′; DRAFT—4′
ARMAMENT—2 MG
SPEED—8 knots (full load); COMPLETED 1942–45

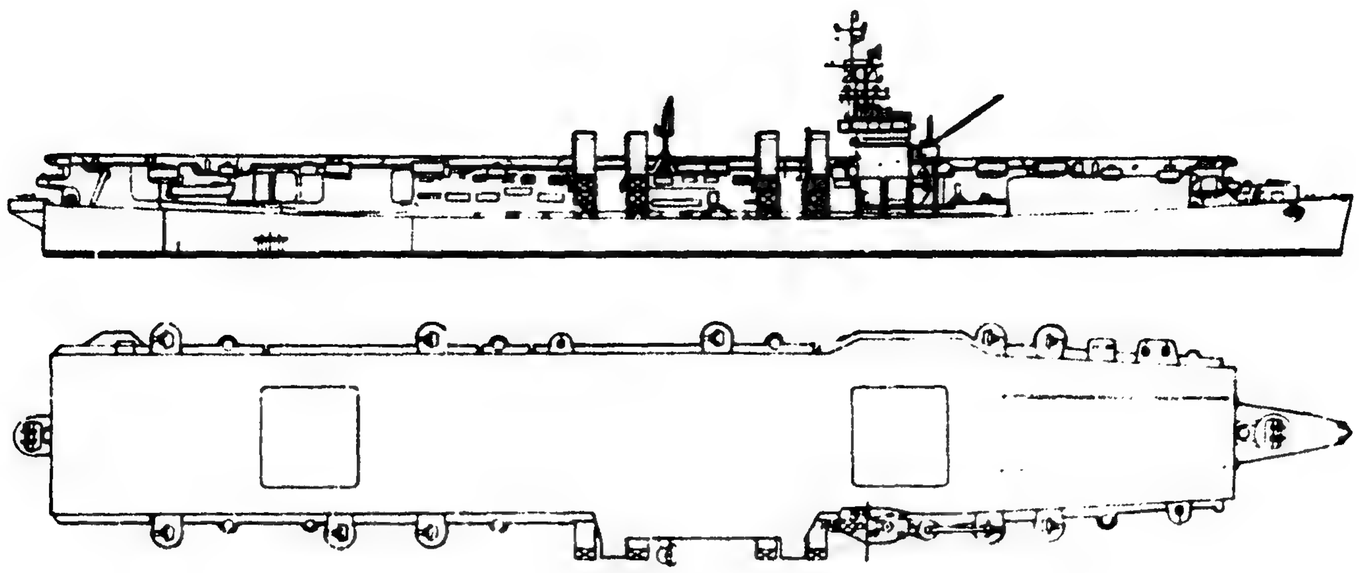
KRASSIN (ICEBREAKER)
DISPL.—10,000 tons–4,902 tons (gross)
LENGTH—318′; BEAM—71′ 6″; DRAFT—30′
ARMAMENT—
SPEED—14 knots; COMPLETED—1917

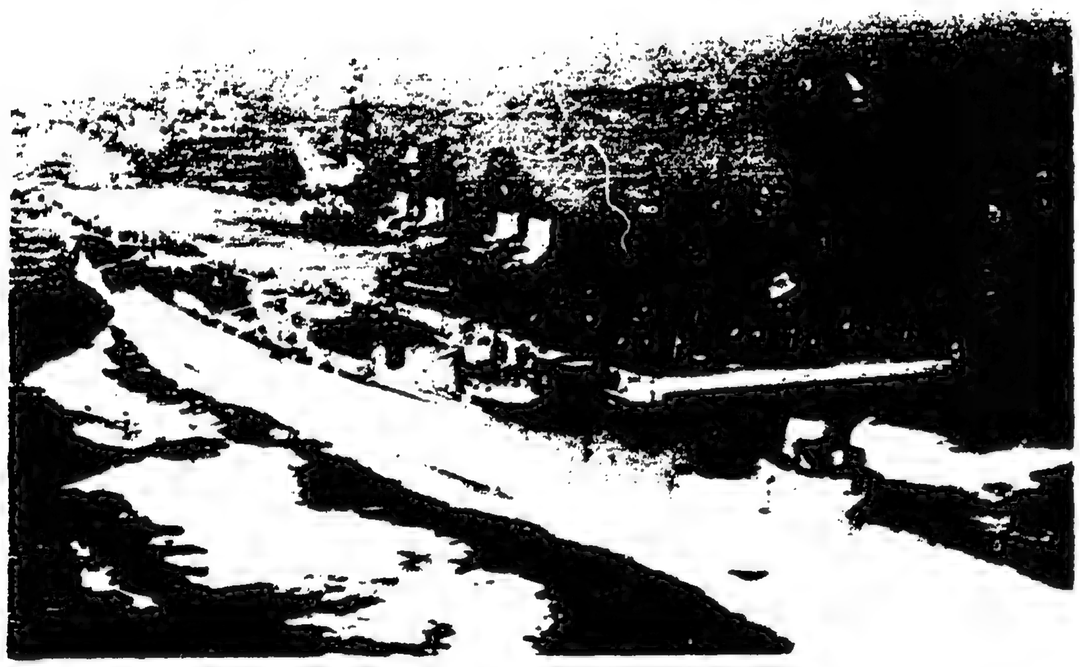
SEMEN DEZHNEV Class (ICEBREAKER)
DISPL.—6,530 tons–3,578 tons (gross)
LENGTH—335′; BEAM—49′; DRAFT—21′
ARMAMENT—4 3.9″
SPEED—11 knots; COMPLETED 1937 40

FEODOR LITKE (ICEBREAKER)
DISPL.—4,600 tons (max.) 2,216 tons (gross)
LENGTH—250′; BEAM—48′; DRAFT—23′
ARMAMENT—4 3″; 4 45 mm AA
SPEED—18 knots; COMPLETED 1909

DAVIDOV (ICEBREAKER)
DISPL.—1,525 tons (normal)–1,212 tons (gross)
LENGTH—192′; BEAM—42′ 6″; DRAFT—24′
ARMAMENT—6 20 mm
SPEED—13 knots; COMPLETED—1897

FRANCE—CVL U. S. INDEPENDENCE Class





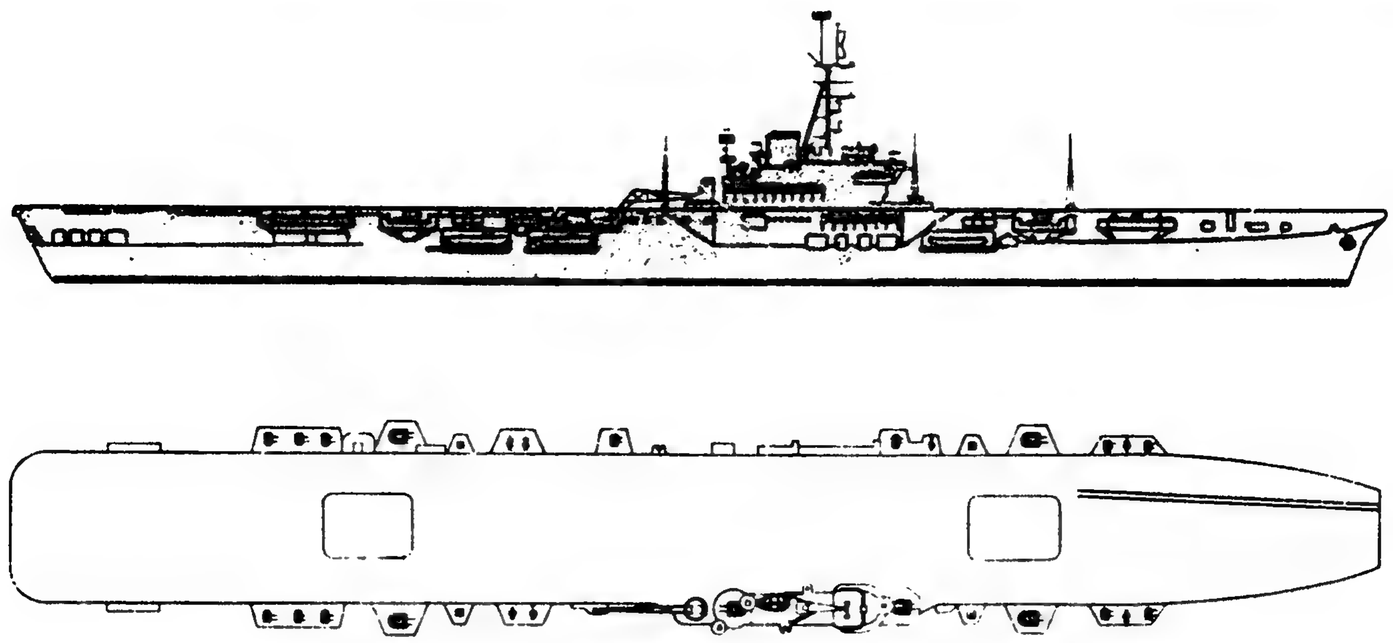
LA FAYETTE. circa 1951

These carriers, LA FAYETTE and BOIS BELLEAU, were formerly units of the United States INDEPENDENCE Class of fast light fleet aircraft carriers. They were laid down as light cruisers of the U. S. CLEVELAND Class, but completed as aircraft carriers. Their most salient recognition features are the cruiser hull, short flight deck with leading edge aft of the bow, and the four rectangular stacks aft of the superstructure on the starboard edge of the flight deck.

DISPL.—11,000 tons
LENGTH—623'; BEAM—71' 6"; DRAFT—26'
ARMAMENT—26 40 mm AA; 6 10 20 mm AA
SPEED—32 knots; COMPLETED 1943

LA FAYETTE. circa 1951



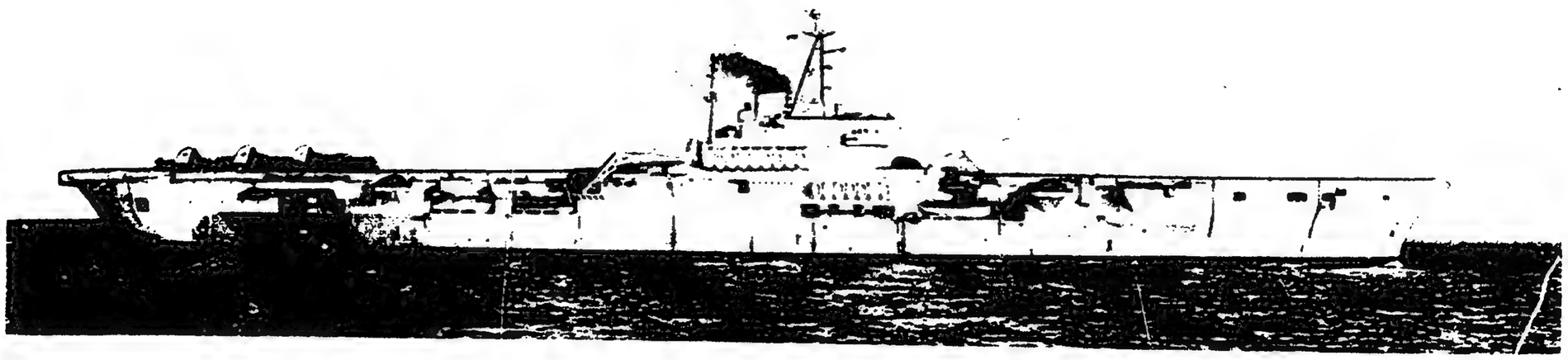


ex-VENERABLE (now Netherlands KAREL DOORMAN)
Sister ship to French ARROMANCHES. 1945

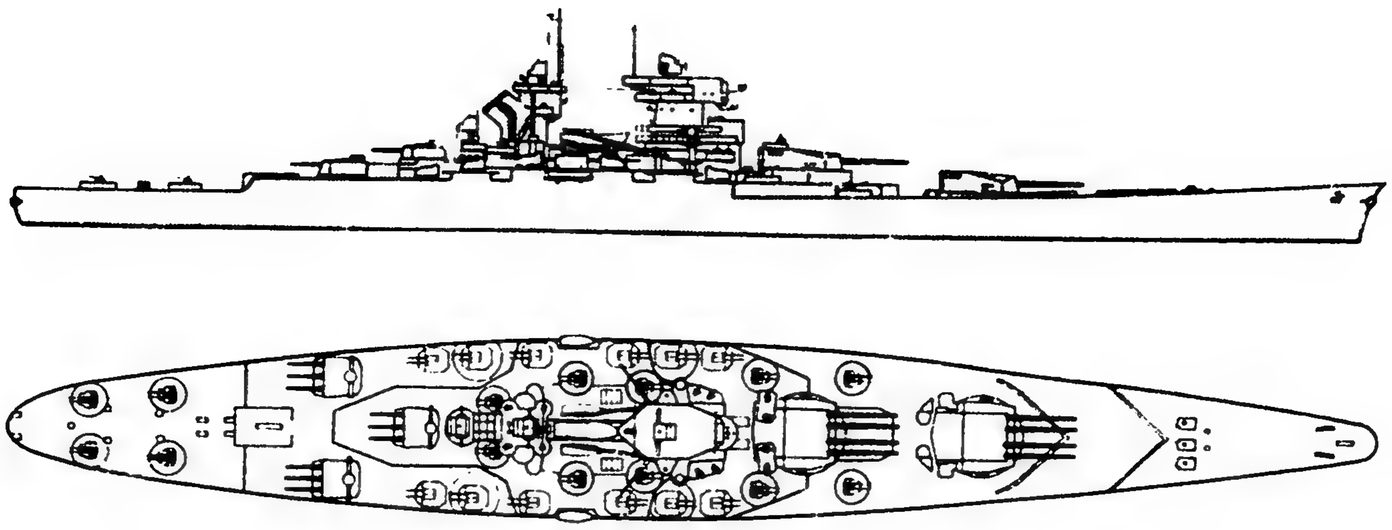
This ship was loaned to the French Navy by the British for five years with the option of purchase in 1949 or 1951. She was extensively refitted in 1950–51, and then purchased from the British in 1951. She is used to provide training in carrier flying and operation from modern carriers. The ARROMANCHES (ex-COLOSSUS) is identical to the remainder of the British MAJESTIC–COLOSSUS Class. Her tall tripod mast on the superstructure forward of the stack, short thin stack, and low superstructure are recognition characteristics.

DISPL.—13,190 tons
LENGTH—694′; BEAM—81′;
DRAFT—24′
ARMAMENT—24 2 pdr.; 19 40 mm
SPEED—25 knots; COMPLETED—1944

GLORY. Sister ship to French ARROMANCHES. 1945



FRANCE—BB JEAN BART



circa 1952

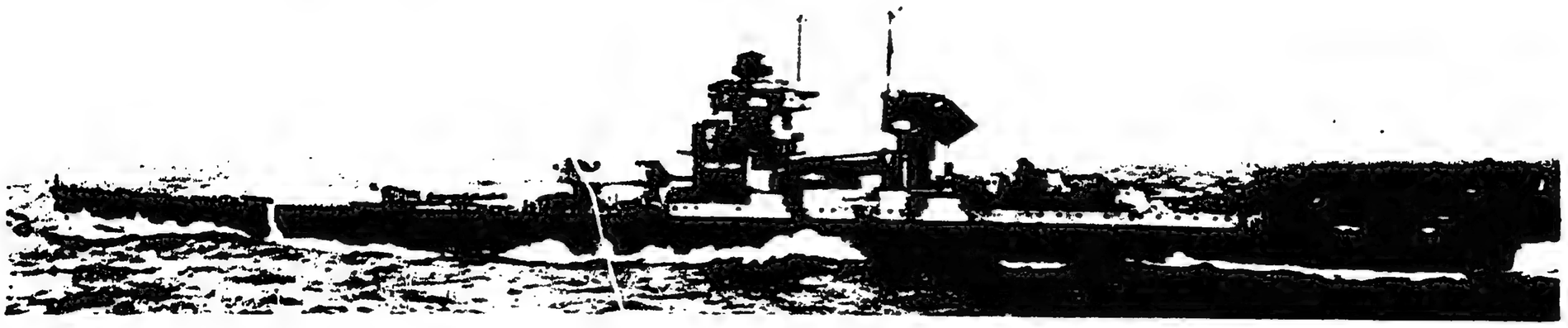
The JEAN BART is the latest in French battleships. With her completion and first sea trials in 1949 she reached a speed of 32 knots. In comparison with the RICHELIEU, she has a larger and different type bridge structure, the latest in AA armament, and more elaborate radar equipment which makes her suitable for use as a "command ship". Characteristics of the French battleship are the elbow-shaped funnel and the two quadruple turrets forward with the three triple turrets of the secondary battery on the quarterdeck.

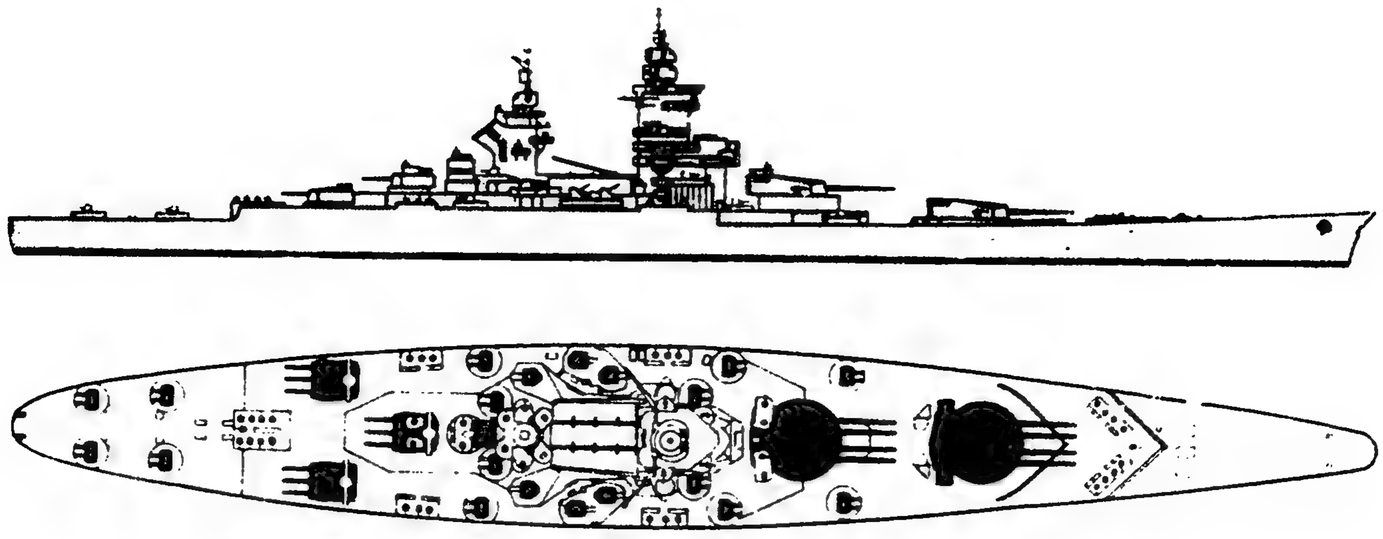
DISPL.—38,750 tons (standard)
LENGTH—814′; BEAM—117′; DRAFT—30′
ARMAMENT—8 15″ (quad, fwd); 9 6″ DP (triple, aft); 24 3.9″ DP; 28 57 mm AA; 20 20 mm AA. (Oerlikon)
SPEED—30 knots; COMPLETED—1949

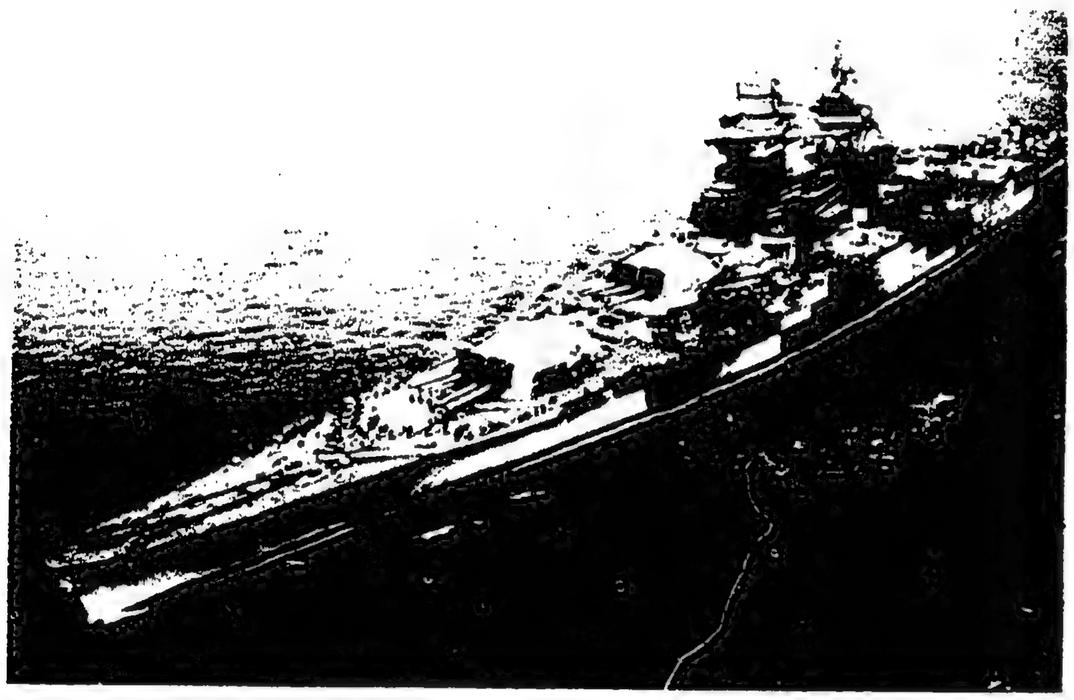
JEAN BART. circa 1950



JEAN BART. circa 1950





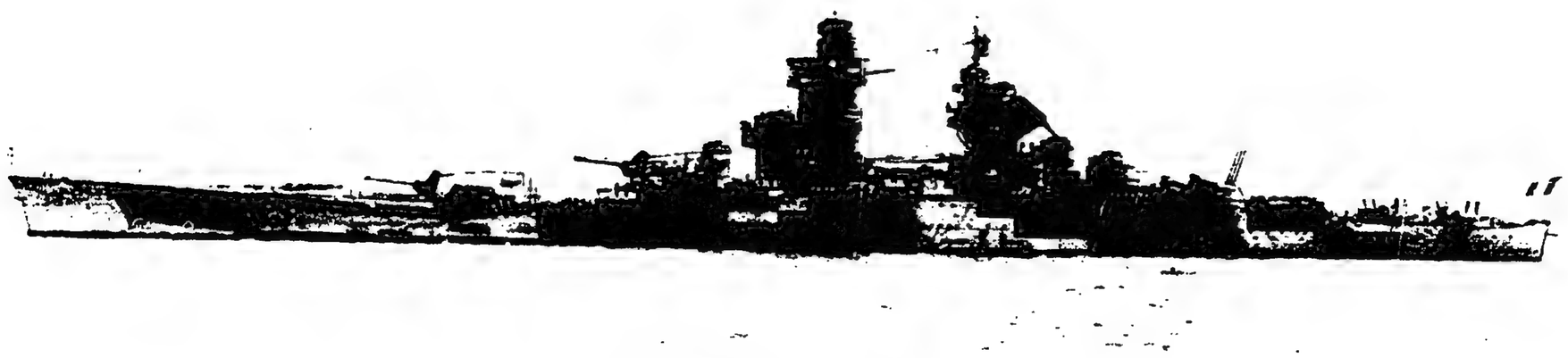


RICHELIEU. 1943

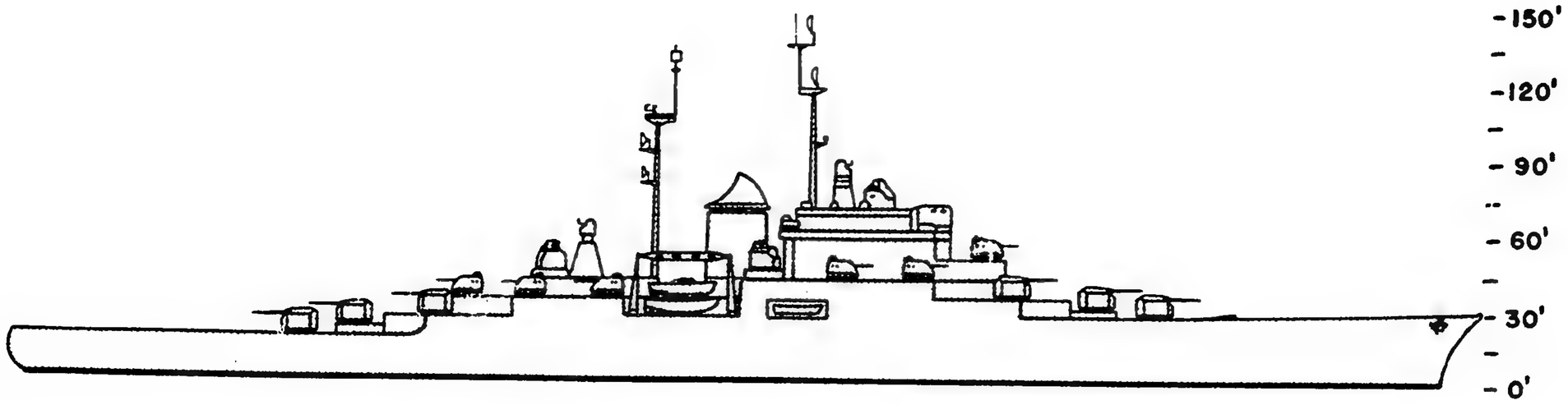
The RICHELIEU also has the French battleship characteristics; namely, the elbow-shaped funnel and the two quadruple turrets forward with the secondary battery (three triple turrets) arrangement on the quarterdeck. Four of these battleships were projected; only the JEAN BART and the RICHELIEU were completed. The JEAN BART, now completed, has a new type of bridge and improved AA armament. The RICHELIEU was outfitted with AA armament in the U. S. during the war. The U. S. large cruisers of the ALASKA Class have lines similar to the lines of these French battleships.

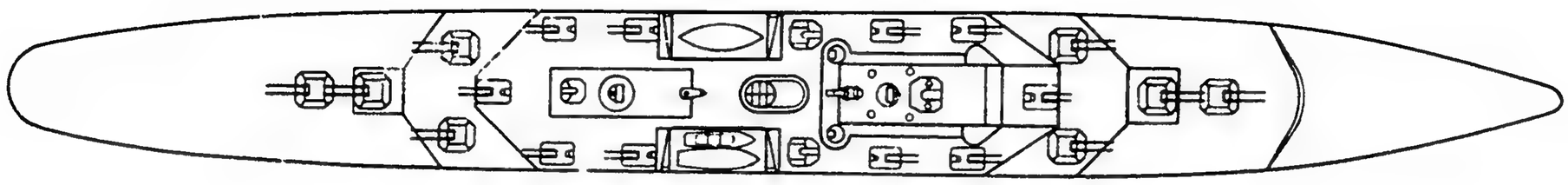
DISPL.—38,500 tons
LENGTH—814′: BEAM—109′; DRAFT—27′
ARMAMENT—8 15″; 9 6″ DP; 12 4″ AA.; 60 40 mm AA.; 14 20 mm AA.
SPEED—30 knots; COMPLETED—1941

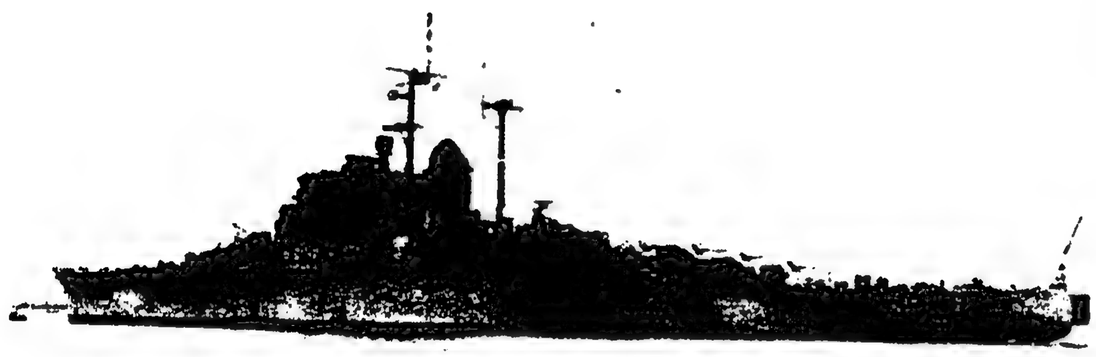
RICHELIEU. 1943



FRANCE—CLAA De GRASSE



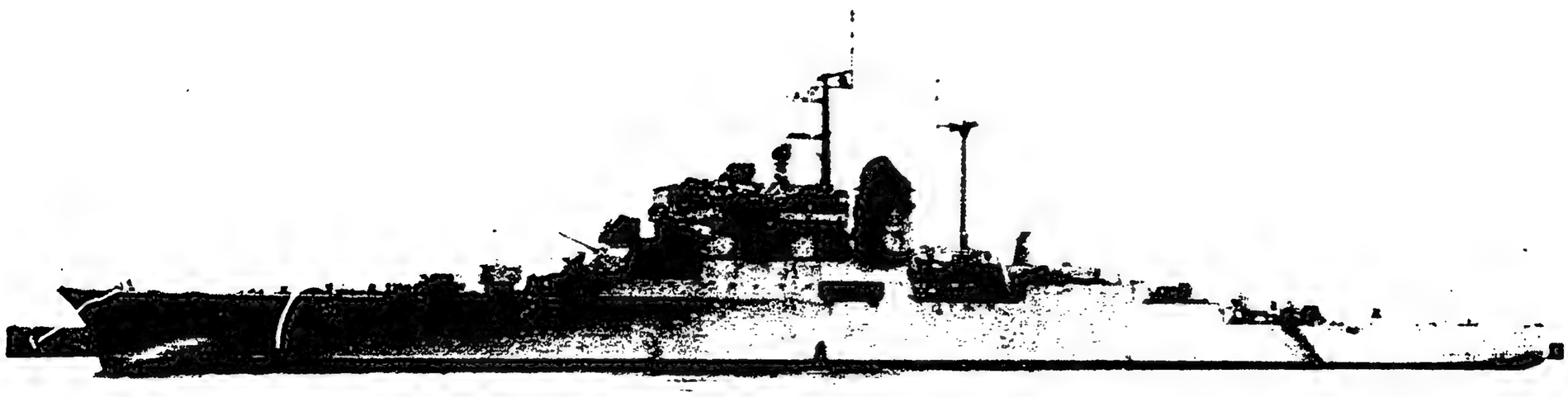




De GRASSE. 1954

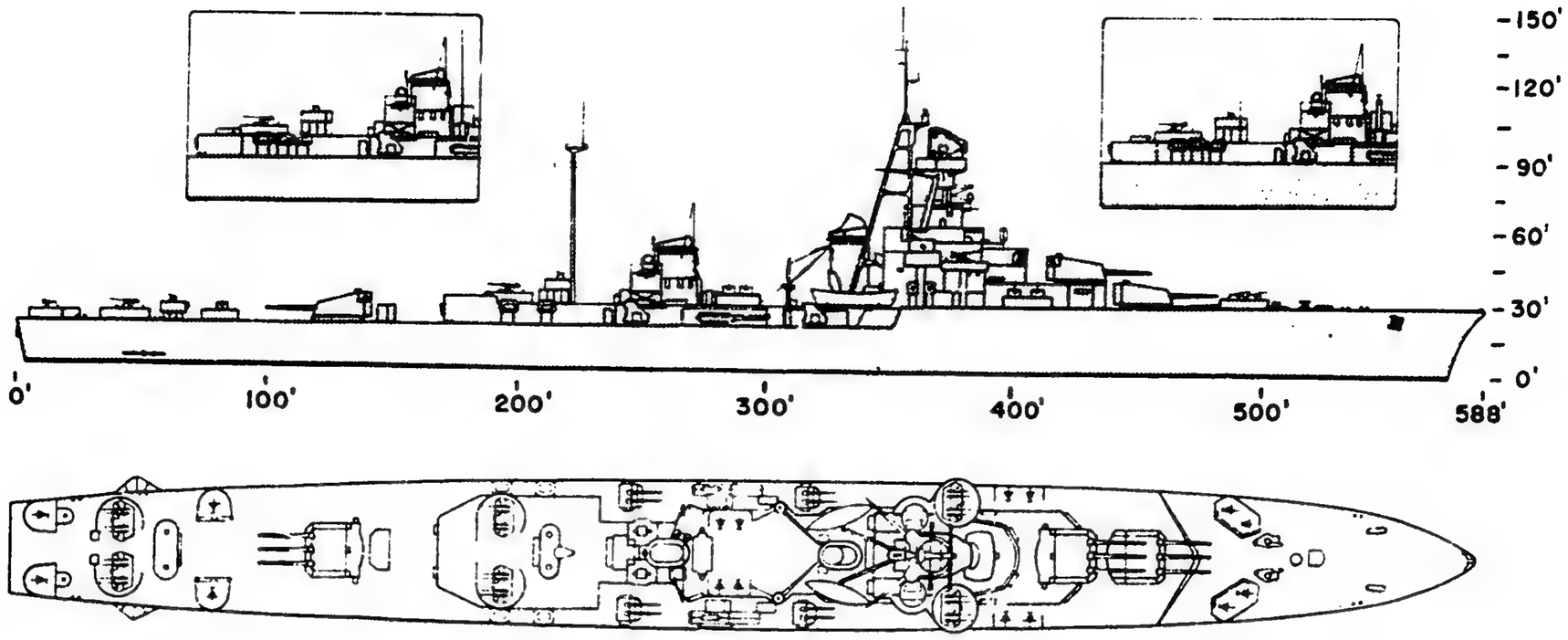
This new anti-aircraft cruiser was laid down in 1938, but due to various difficulties construction was suspended. This construction was finally resumed in 1951, and De GRASSE was then completed in late 1954. This ship is characterized by her block superstructure and single vertical capped stack which is located amidships between two pole masts.

DISPL.—8,000 tons
LENGTH—592′; BEAM—60′; DRAFT—18′
ARMAMENT—16 5″ AA; 20 57 mm AA (twin mounts)
SPEED—33.5 knots; COMPLETED—1954



De GRASSE. 1954

FRANCE—CL LA GALISSONNIERE Class



Inserts: Left—MONTCALM; Right—GEORGES LEYGUES

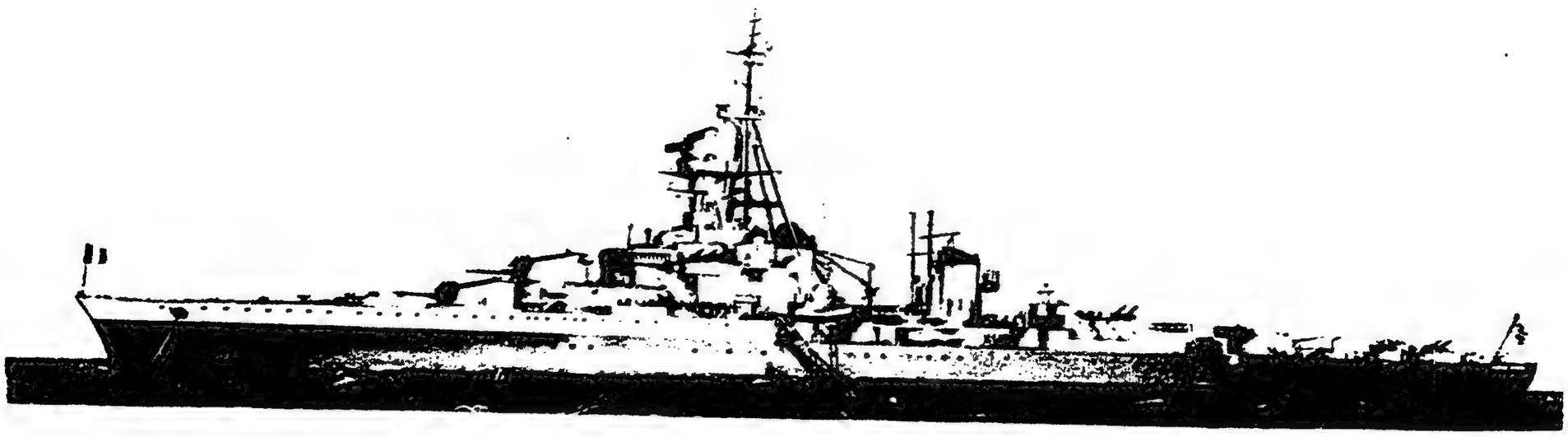


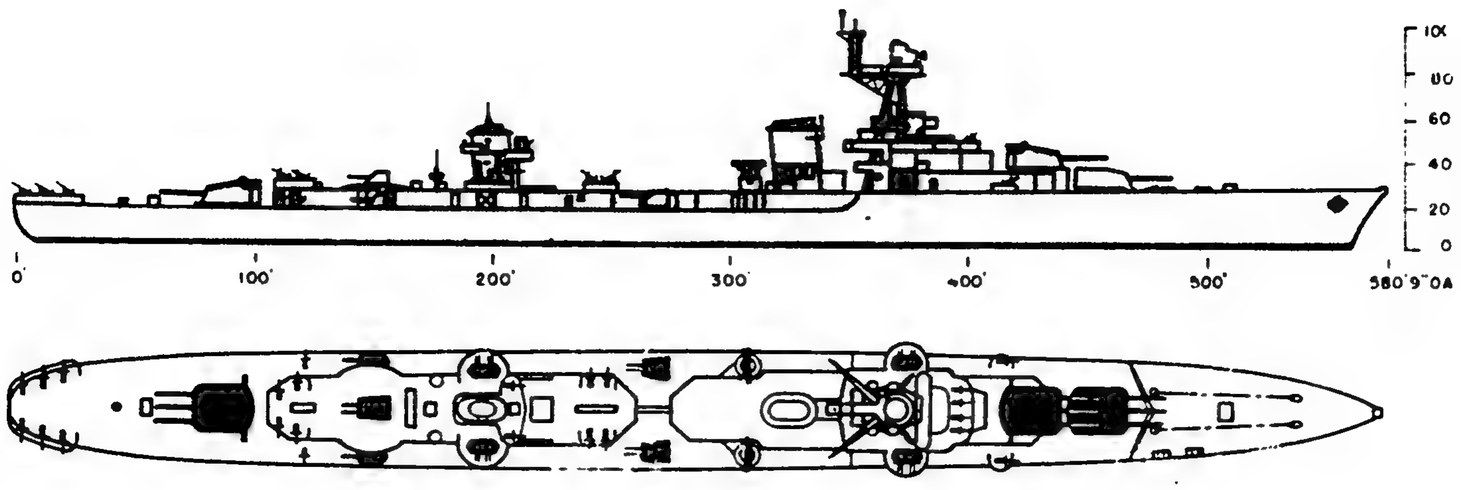
MONTCALM. Foremast structure now altered. 1943

GEORGES LEYGUES. Showing present foremast structure. 1947

These ships resemble the EMILE BERTIN but have additional protection which is said to be capable of resisting 6-inch shells. The stacks are not as widely separated as on the EMILE BERTIN. Salient recognition features are the long uncluttered quarter deck, and prominent light quadruped radar mast abaft the fire control tower. Altogether the design of these cruisers is a remarkably successful one, embodying the maximum advantage to be obtained from their relatively low displacement. Another unique feature of this class is the broad transom stern which originally housed a Hein mat.

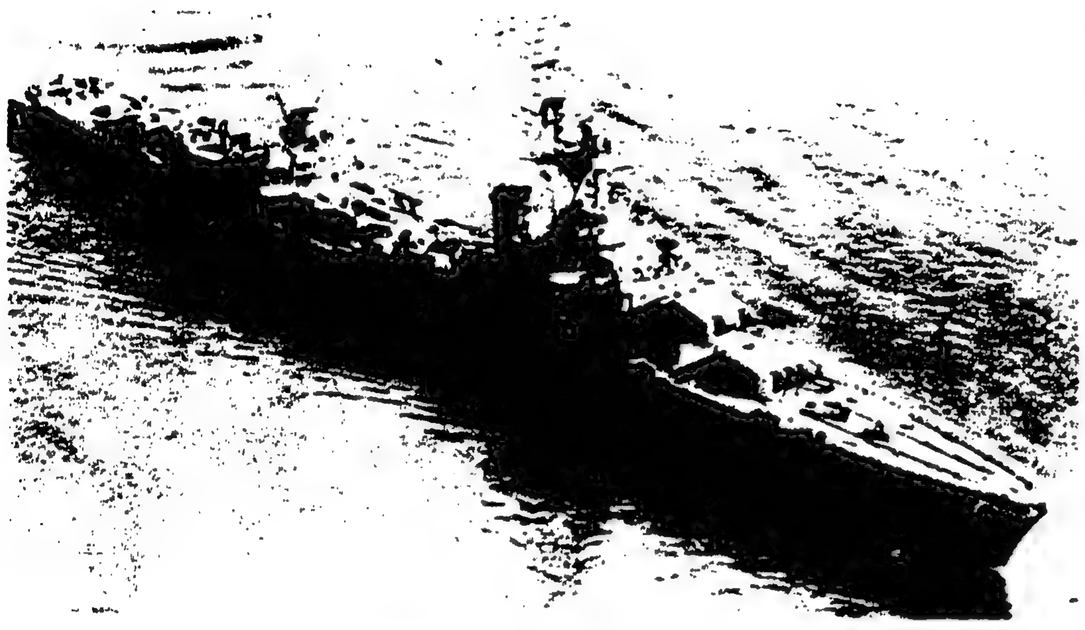
DISPL.—7,600
LENGTH—588′; BEAM—58′; DRAFT—24′
ARMAMENT—9 6″; 8 3.5″ DP; 24 40 mm AA; 4 21″ TT (twin)
SPEED—31 knots; COMPLETED—1937





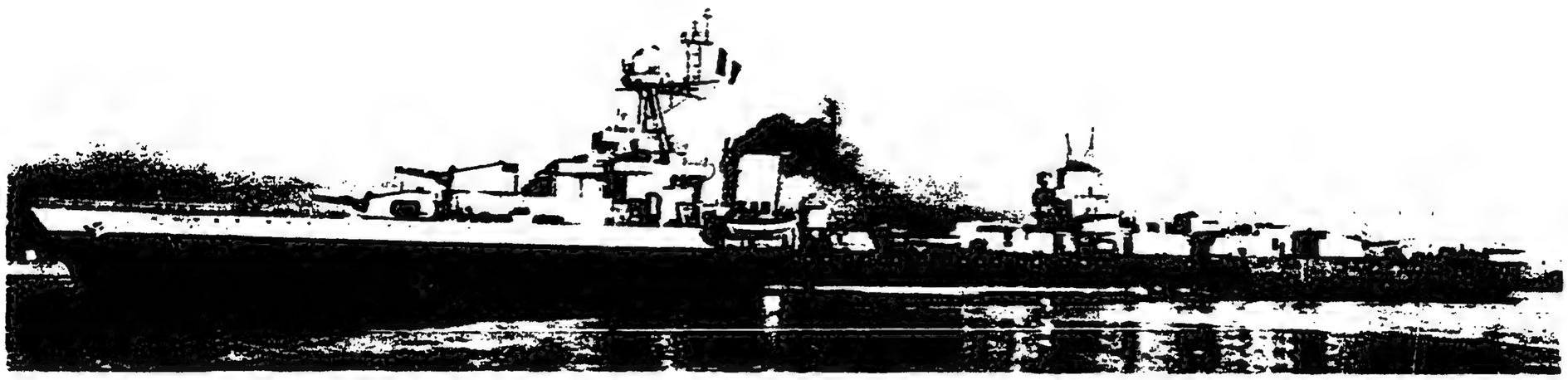
Named after a famous naval architect, the EMILE BERTIN introduced the first triple mounted turrets in the French Navy. On her trials the ship exceeded expectations, maintaining 37 knots for an hour in a 13-foot swell. Its maximum speed during trials was very close to 40 knots. At the present time it is said to be employed as a seagoing gunnery training ship. Like other French ships, it has exceptionally clean lines. The stacks are capped and widely separated, and like the LA GALISSONNIERE, it has a very long and uncluttered quarter-deck. From the air the large AA sponson around the stern is a recognition feature.

DISPL.—5,886 tons
LENGTH—581'; BEAM—52'; DRAFT--21'
ARMAMENT—9 6"; 4 3.5"; 16 40 mm AA
SPEED—34 knots; COMPLETED—1934

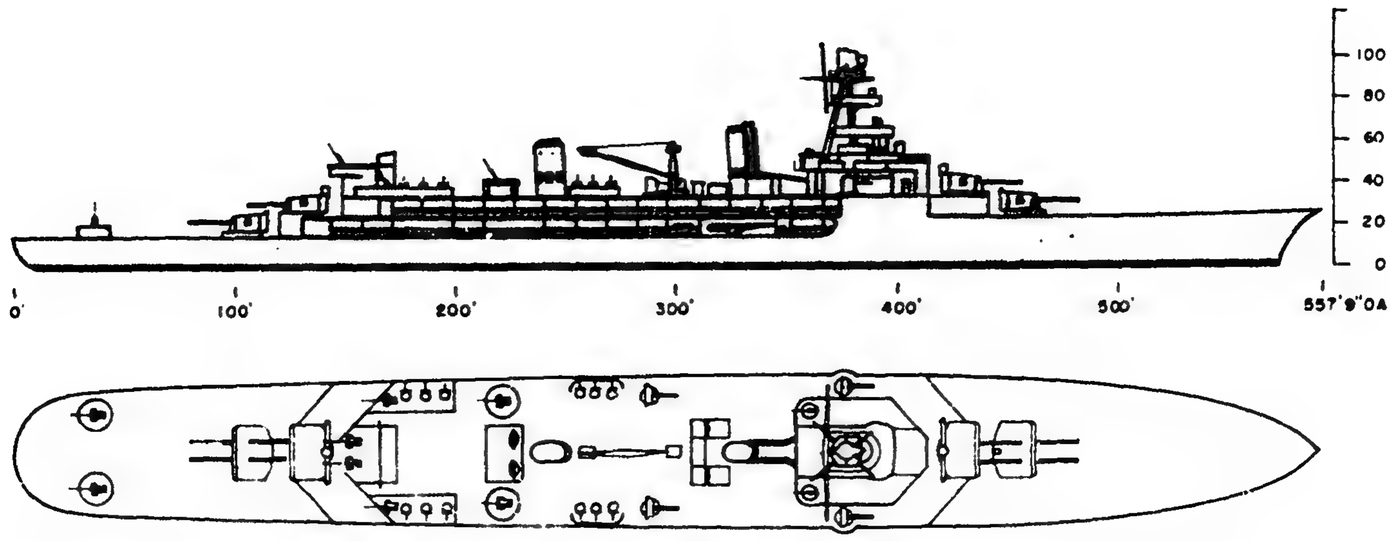


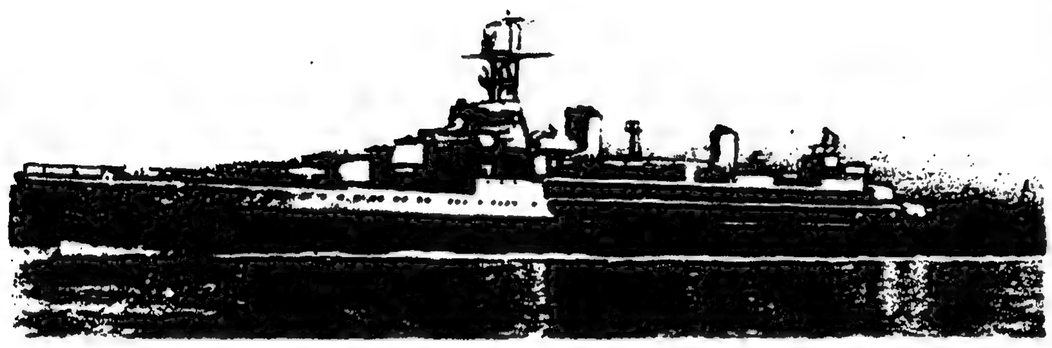
EMILE BERTIN. 1943

EMILE BERTIN. Amidships torpedo tubes since removed. 1943



FRANCE—OCL JEANNE D'ARC I



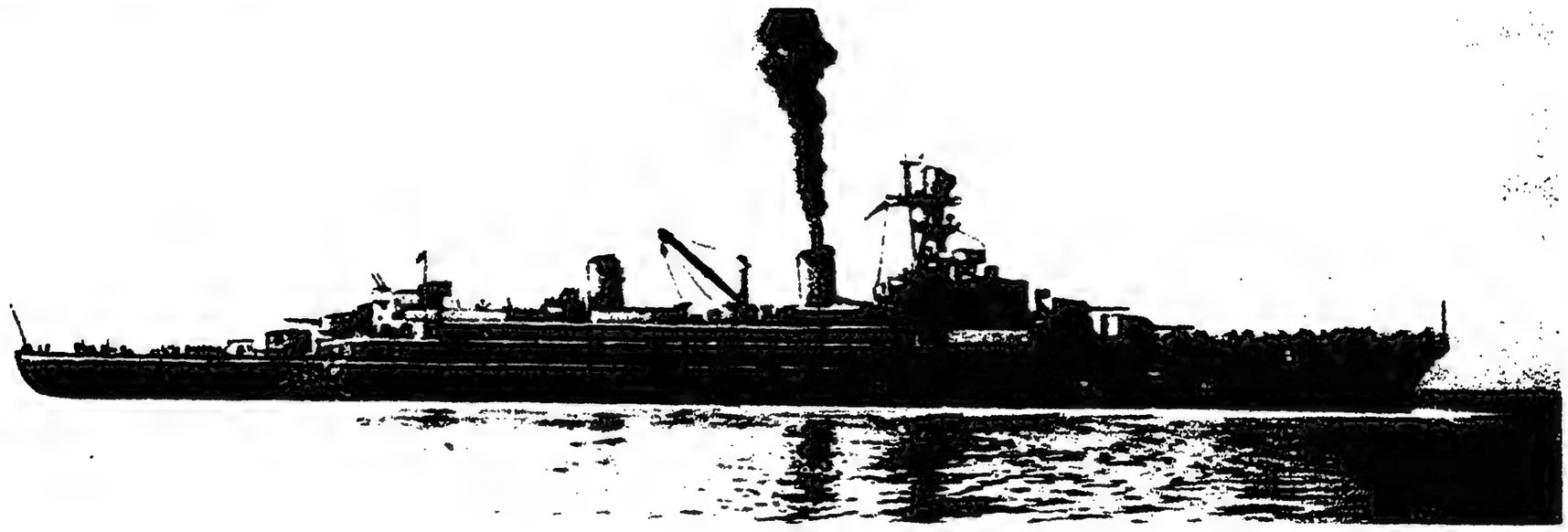


JEANNE D'ARC. circa 1946

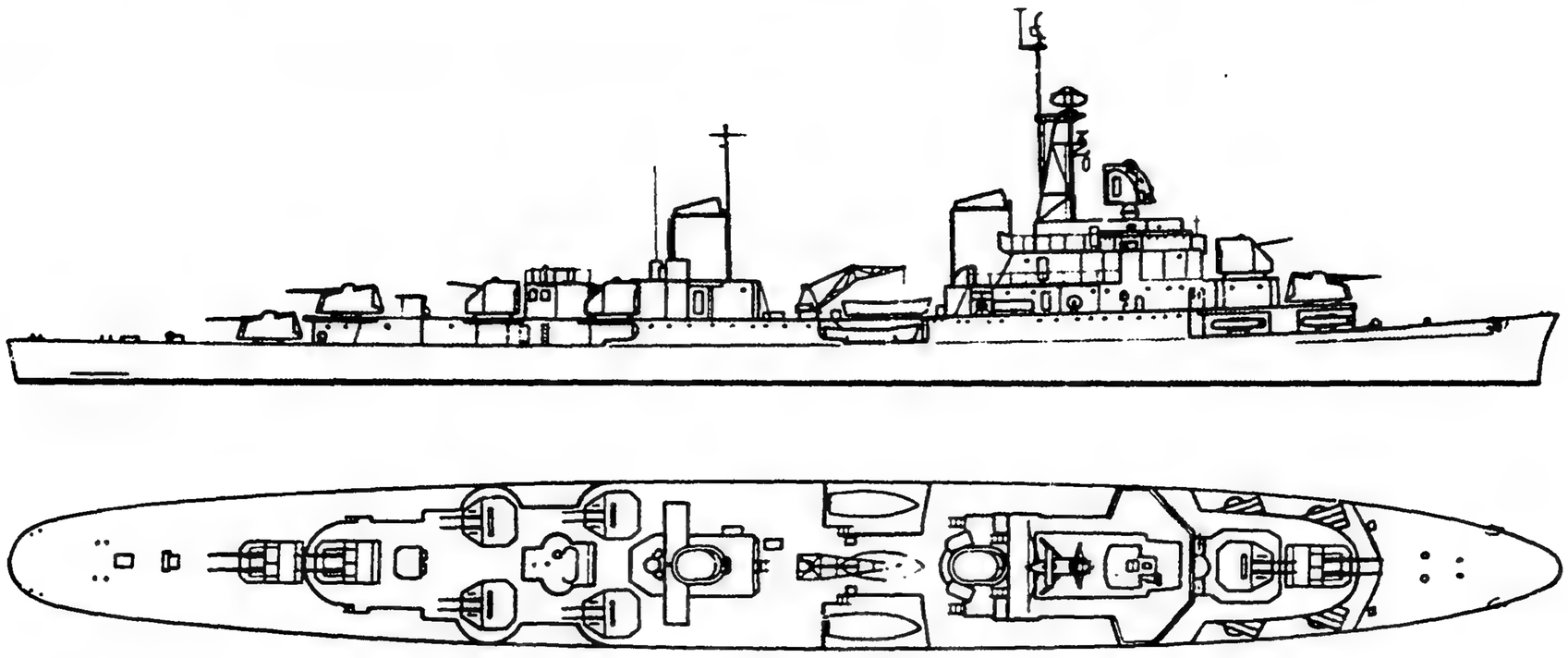
The JEANNE D'ARC with its high freeboard and midship superstructure is easily recognized. This ship was specially designed for duty as a training cruiser and can accommodate 156 midshipmen and cadets and 20 instructional officers, in addition to ordinary complement. During her trials the JEANNE D'ARC developed 39,200 H.P. for 3 hours at a speed of over 27 knots.

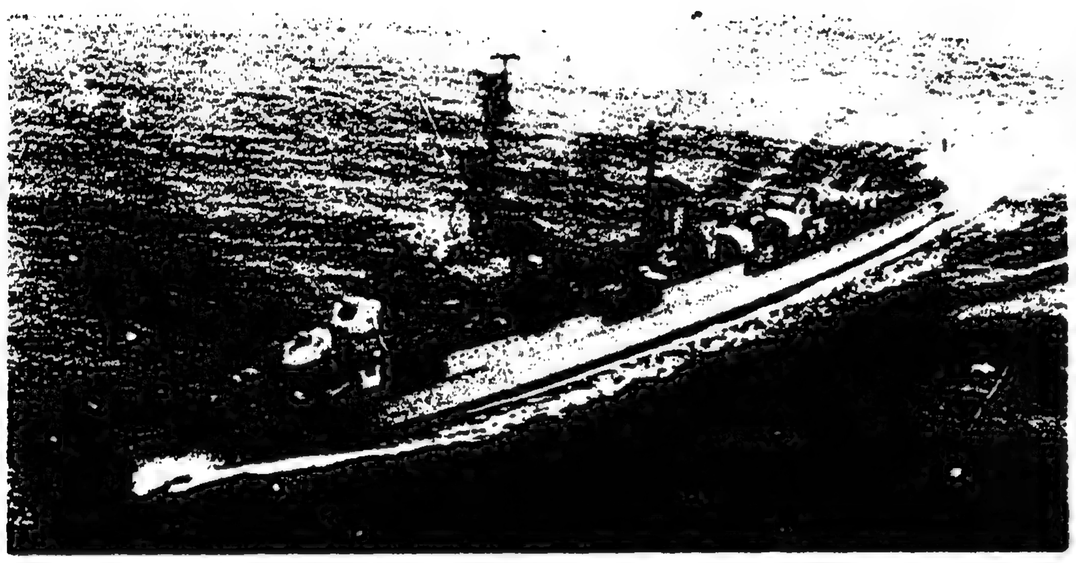
DISPL.—6,496 tons
LENGTH—558′; BEAM—58′; DRAFT—21′
ARMAMENT—8 6.1″; 4 3″ AA; 10 40 mm AA; 20 20 mm AA
SPEED—25 knots; COMPLETED—1931

JEANNE D'ARC. 1945



FRANCE—DL Modified REGOLO Class

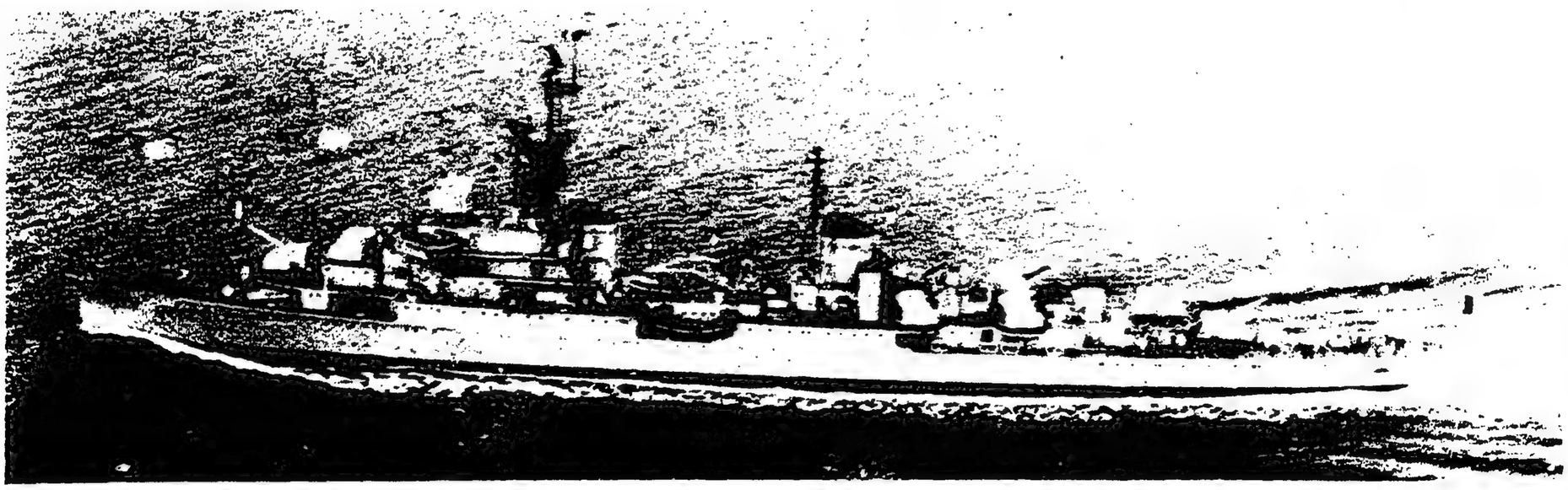




GUICHEN. 1954

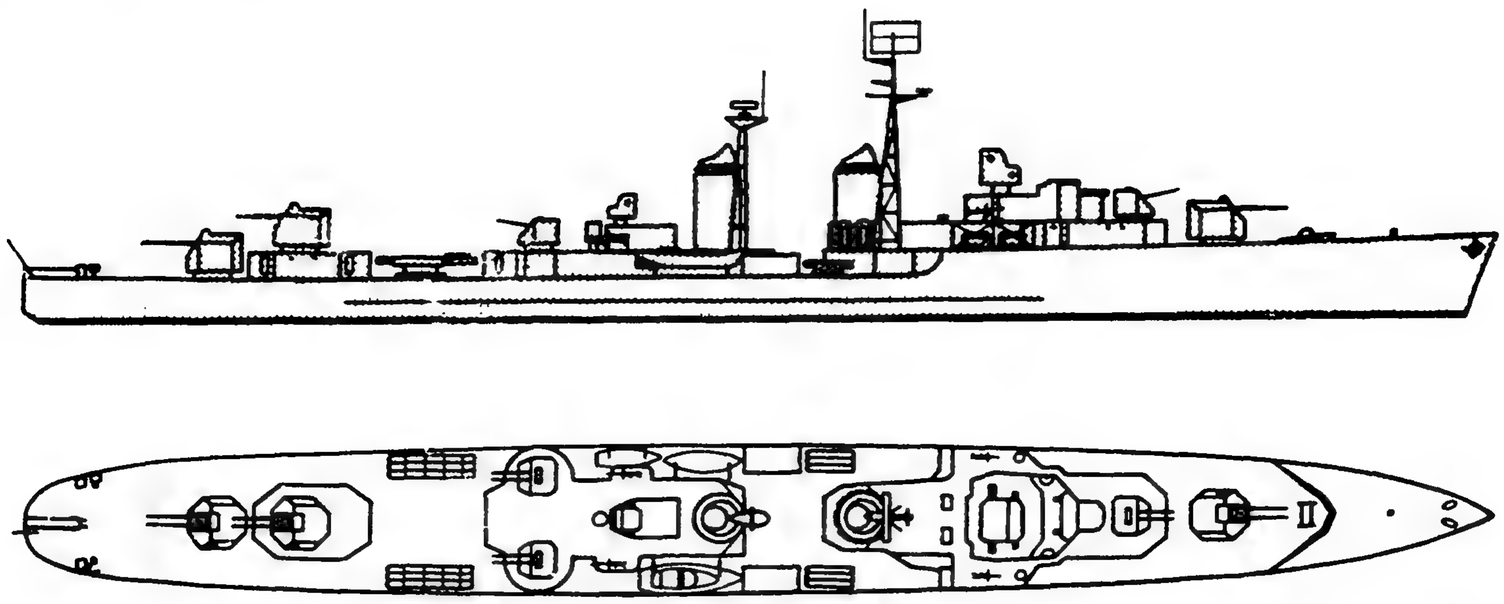
This class consists of two ships, GUICHEN and CHATEAURENAULT, which were former Italian light cruisers. In contrast to U. S. Cruiser standards, ships in this class are considered very lightly constructed, strength having been sacrificed for speed. Recently converted and fitted as fast antisubmarine and antiaircraft ships, they are now used as destroyer leaders. Recognition characteristics include an unusual combination tripod-pole foremast, pole mainmast attached to the forward part of the after stack, boat wells on both sides aft of the forward stack, and two upright capped stacks.

DISPL.—3,606 tons
LENGTH—466′; BEAM—47′; DRAFT—18′
ARMAMENT—6 4.1″ AA; 10 57 mm AA; 12 ASW TT
SPEED—41 knots; COMPLETED—1942–43, CONVERTED—1954



GUICHEN. 1954

FRANCE—DD SURCOUF Class



The SURCOUF Class consists of newly constructed fast antiaircraft destroyers. These ships were all named after famous French sailors. Ships of this class were laid down in 1951–54 and the first (SURCOUF) was completed in 1953. The most striking identification features of these ships are a very low bridge structure and a very large gun director on the after top section of this bridge structure. Other recognition characteristics include two close vertical capped stacks, tripod foremast quadruped mainmast and four triple torpedo tube mounts. Two of these mounts are the amidships ASW torpedo tubes.

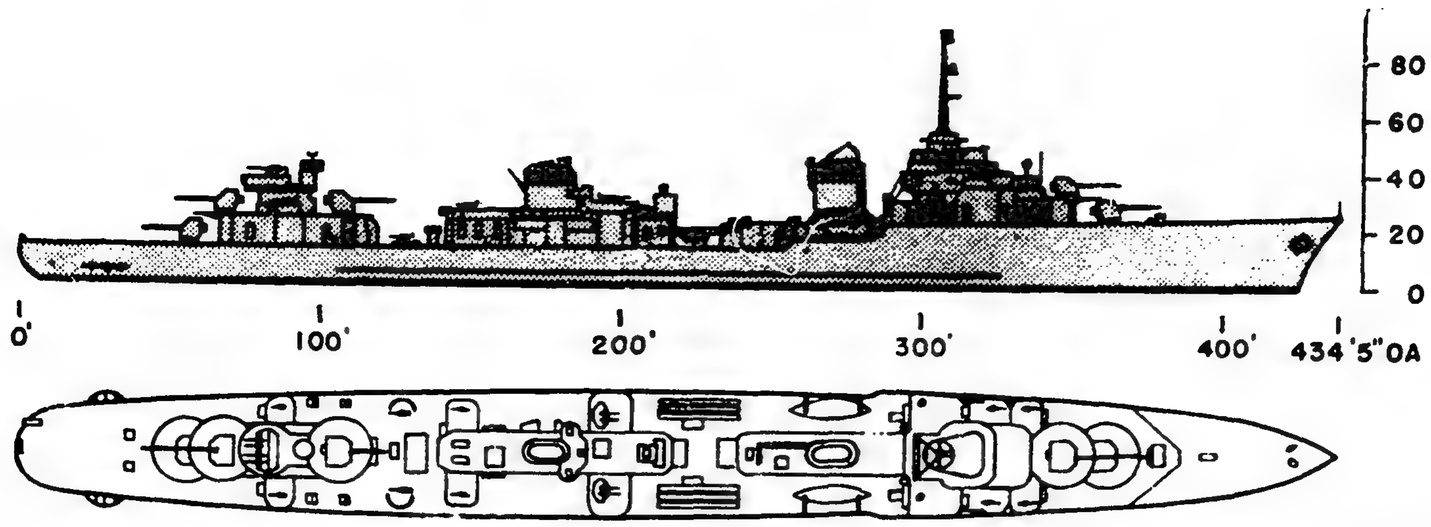
DISPL.—2,750 tons
LENGTH—420′; BEAM—42′;
DRAFT—
ARMAMENT—6 5″ AA (twin mounts); 6 57 mm AA (twin mounts); 6 21.7″ TT; 6 ASW TT
SPEED—34 knots;
COMPLETED—1954

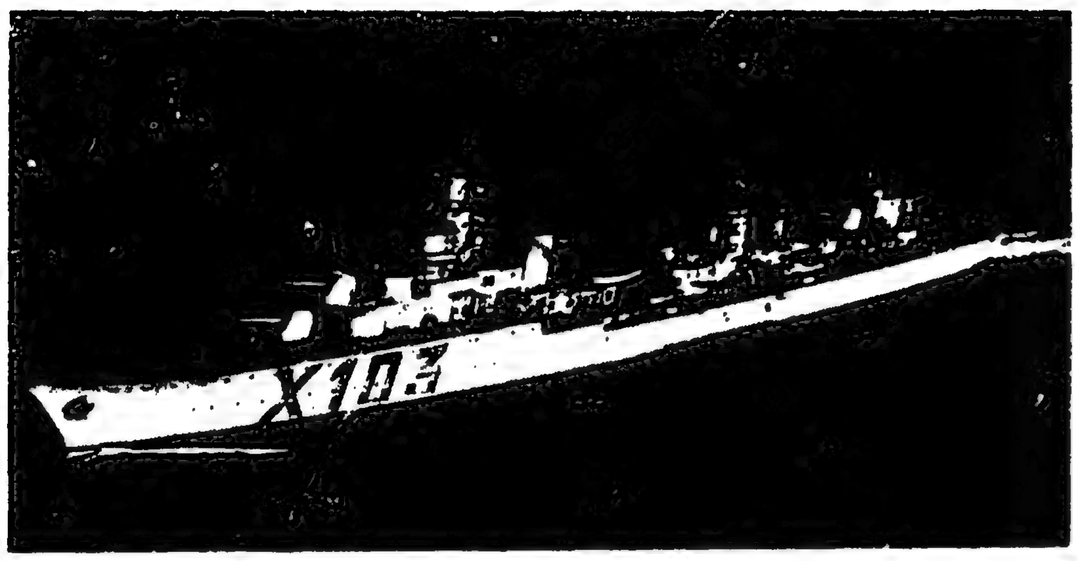


SURCOUF. 1954



SURCOUF. 1954





FANTASQUE. Note lower forward stack cap. 1943

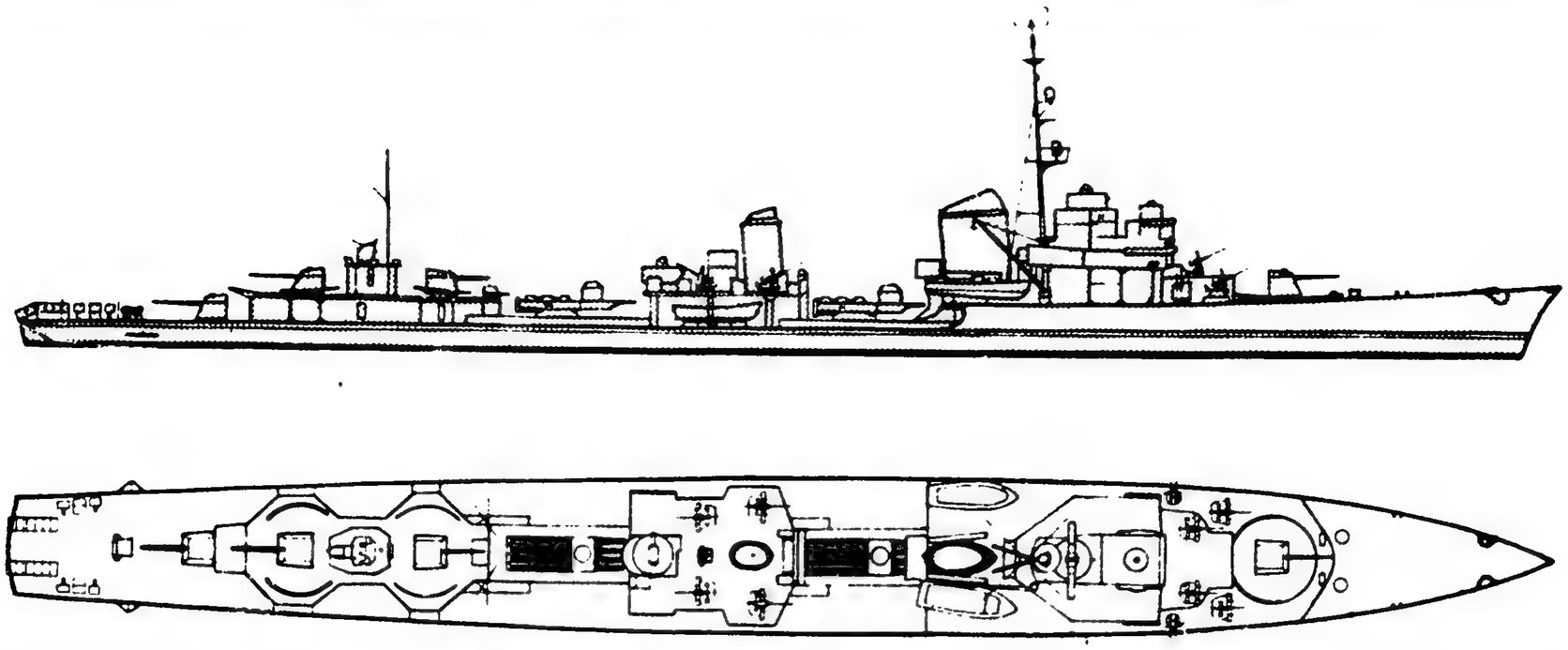
TERRIBLE. Note forward stack cap. 1943

The destroyers in this class are sleek-looking, excellent sea boats. They are exceptionally fast; the LE TERRIBLE on trials reached a record speed of 45.25 knots with about 100,000 H.P. and an average for one hour being 44.9 knots with 94,200 H.P. On her eight-hour trials, she averaged 43 knots. Units of this class bear some resemblance to the cruiser EMILE BERTIN since both have wide stacks, widely separated. They differ recognitionally however, in the absence of turrets on the LE FANTASQUE, and the presence of a tripod foremast and higher bridge superstructure on the EMILE BERTIN. There is no mainmast and the deck appears relatively clear. Triple torpedo tubes are located on each side amidships. The guns are not turreted but are singly mounted and shielded.

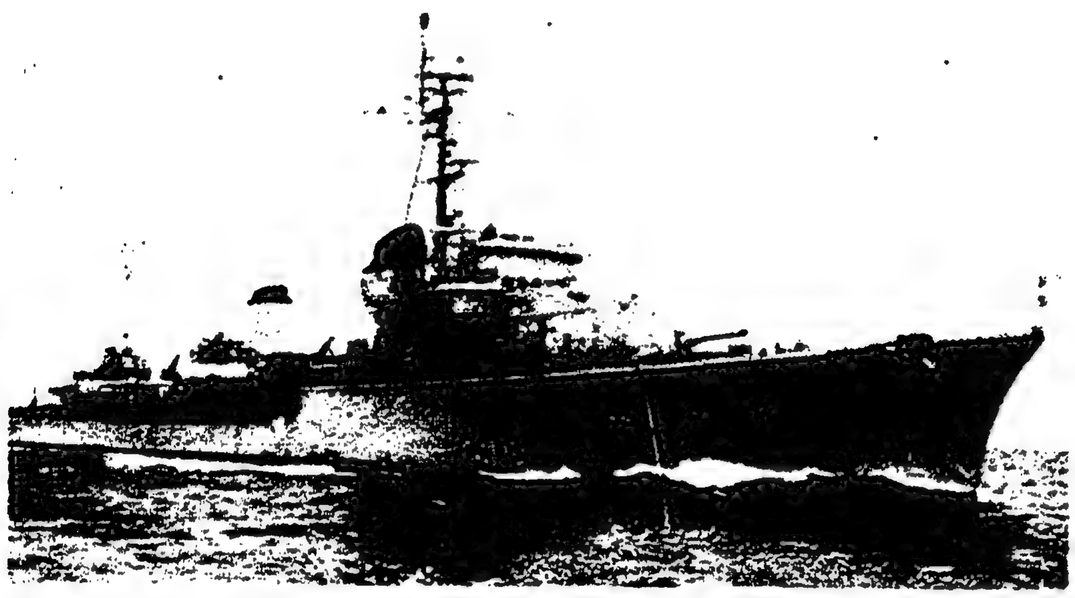
DISPL.—2,569 tons
LENGTH—435′; BEAM—40′;
DRAFT—14′
ARMAMENT—5 5.4″; 8 40 mm;
6 21″ TT (tri)
SPEED—37 knots; COMPLETED—1935



FRANCE—DD German "Type 36A" Class



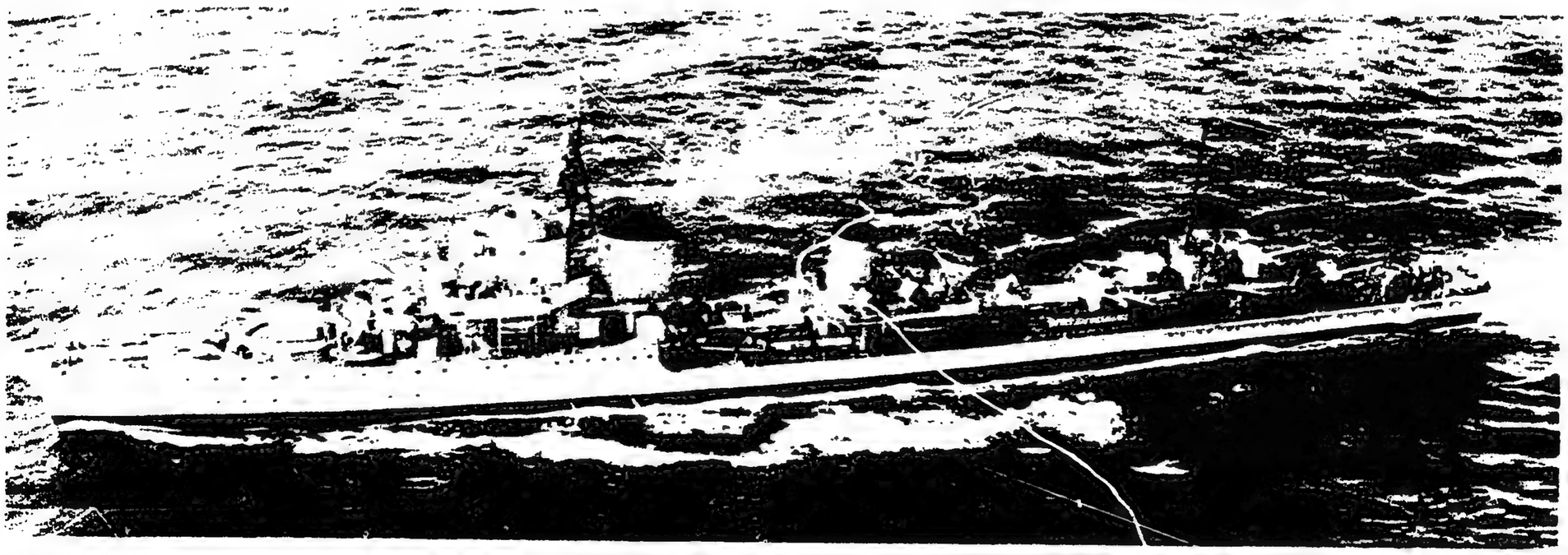
MARCEAU.



HOCHE. 1954

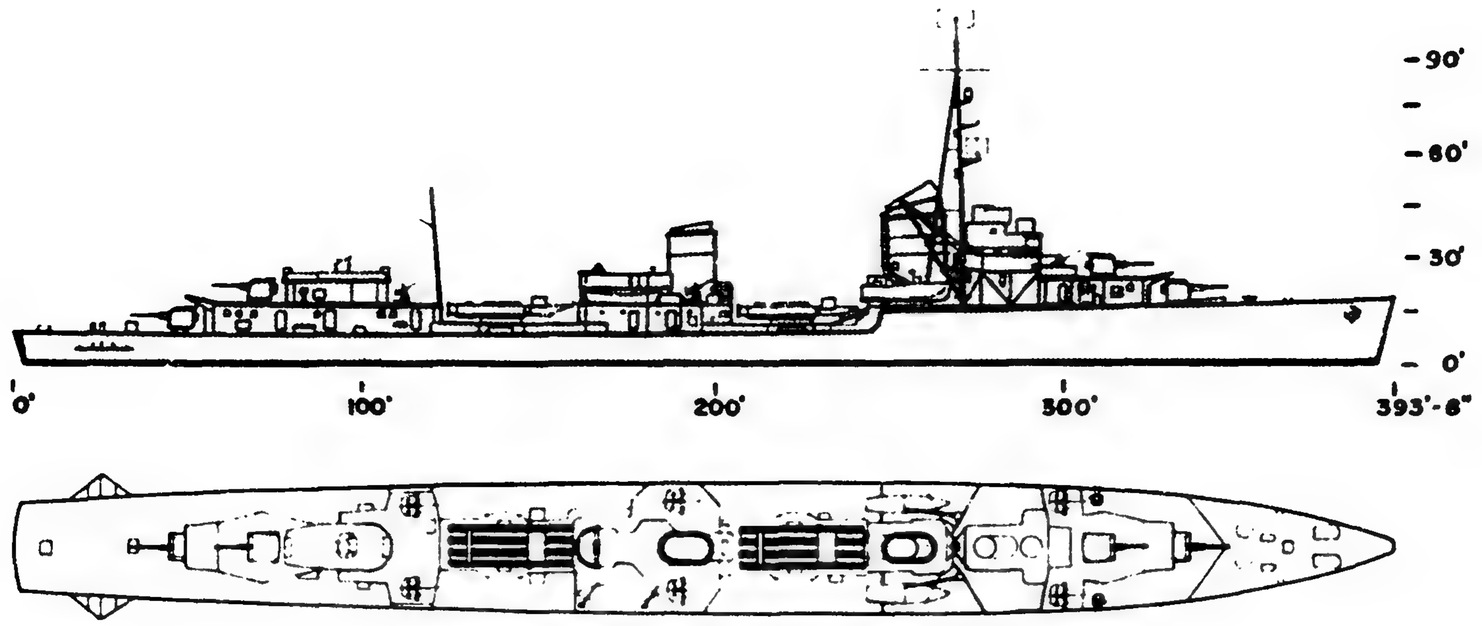
From a recognition standpoint the two ships in this class are similar to the German "Type 36" and "Type 34" Classes. Recognition features are the broad flat-sided fore stacks, thin after stacks, and comparatively low freeboard. The characteristics of HOCHE and MARCEAU are different. HOCHE has twin 40-mm AA guns; MARCEAU has single 40-mm AA guns. On the maindeck forward of the bridge superstructure MARCEAU has four single 40-mm AA guns; HOCHE has a small deck house instead in this position. HOCHE has two triple banks of torpedo tubes and MARCEAU has two quad banks of torpedo tubes.

DISPL.—2,600 tons
LENGTH—416′; BEAM—40′;
DRAFT—16′
ARMAMENT—3-4 5.9″; 8 40 mm AA; 6-8 21″ TT
SPEED—36.5 knots;
COMPLETED—1940-42



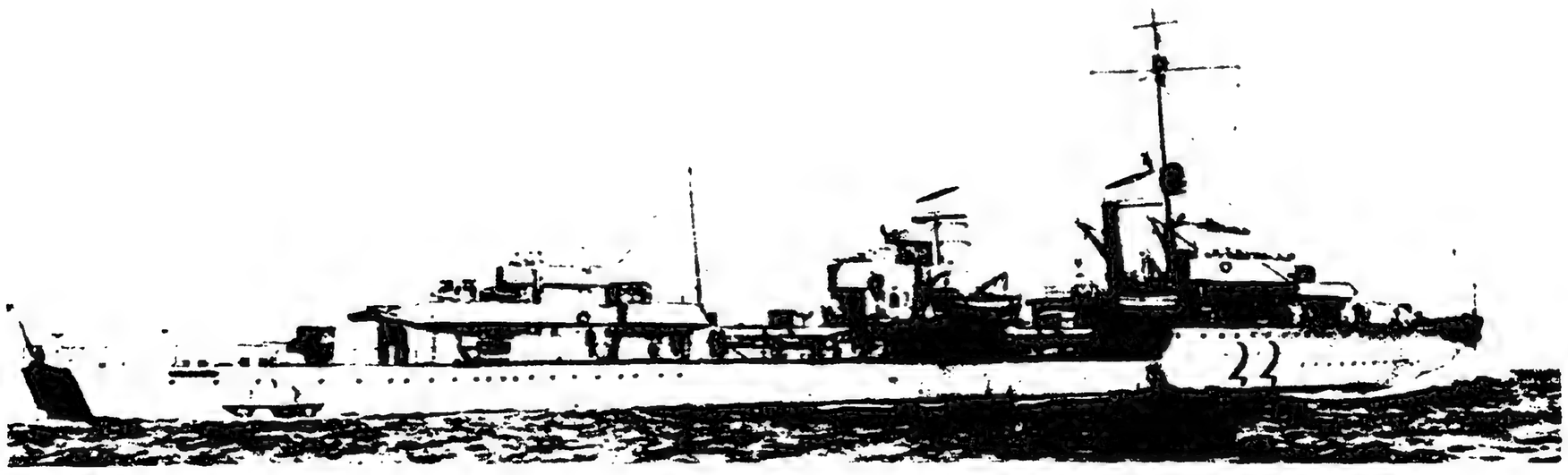
MARCEAU. 1954

FRANCE—DD German "Type 34" Class



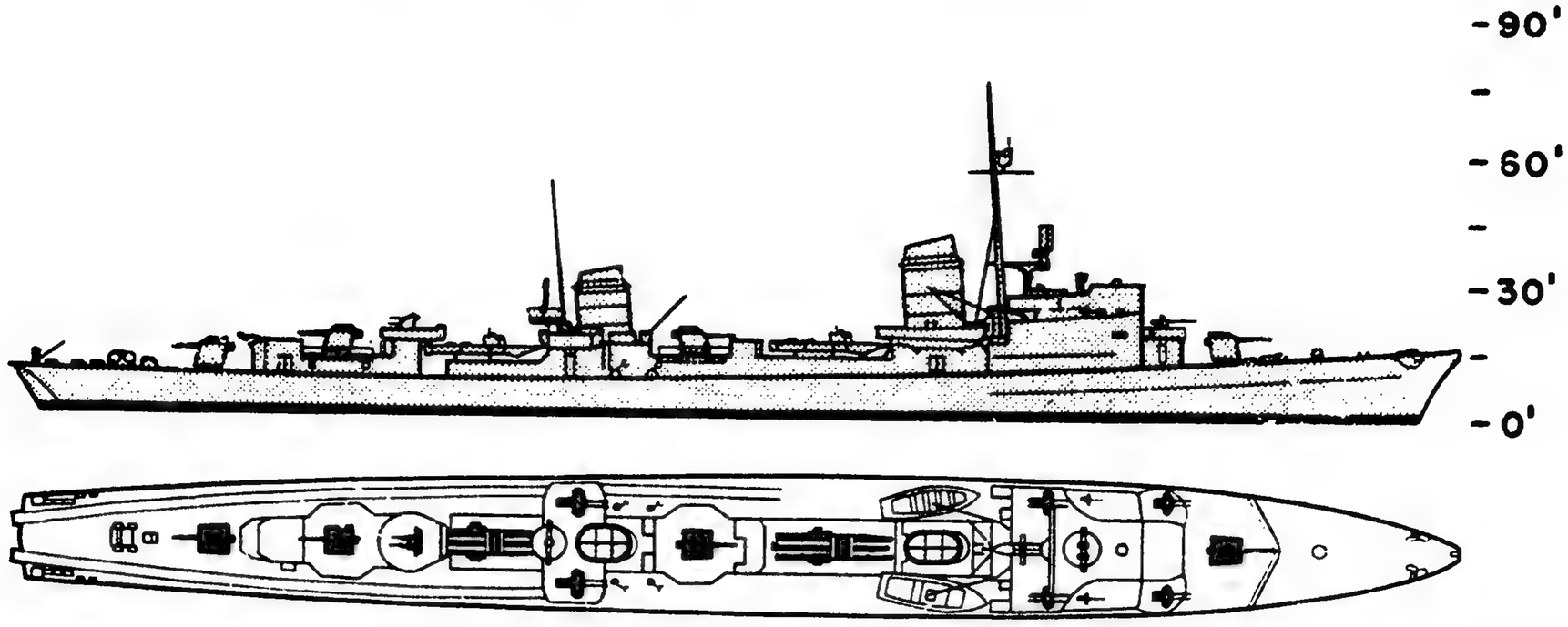
This was the first series of regular fleet destroyers built for the late German Navy between World Wars. They introduced quadruple torpedo tubes into German flotillas. In service they proved less successful than anticipated, especially in seakeeping qualities and engineering maintenance. Shield guns are disposed on the same plan found in the U. S. FLETCHER Class. As in all German World War II destroyers, the main battery is not dual-purpose. The unequal stacks are the principal visible features distinguishing these units from other two-stackers. The Russian Navy also possesses "Type 34" Class units.

DISPL.—2,200 tons
LENGTH—393′; BEAM—37′;
DRAFT—15′
ARMAMENT—4 5″/45; 6 40 mm AA;
8 21″ TT
SPEED—36 knots; COMPLETED —
1937

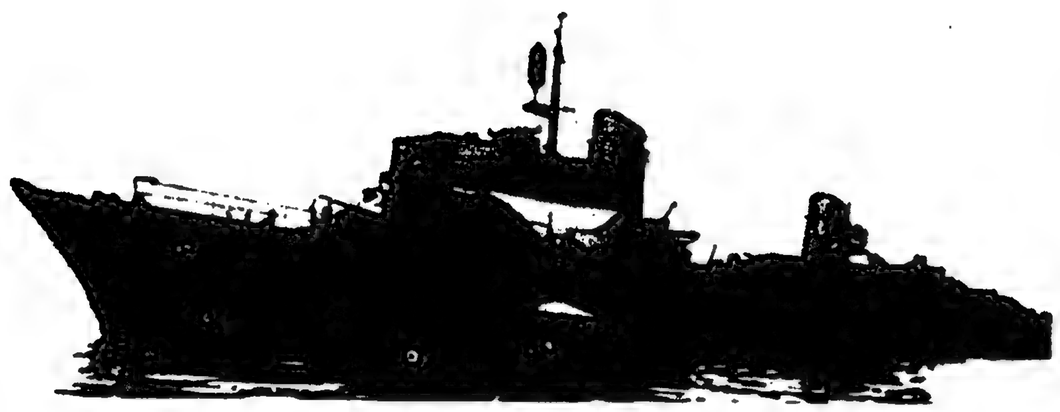


KLEBER (Pole foremast since replaced with tripod foremast. See drawing above.)

FRANCE—DC German "Type 39" Class



Note: Drawing above depicts LE LORRAIN (ex–T–28) which is the only remaining unit of this class.

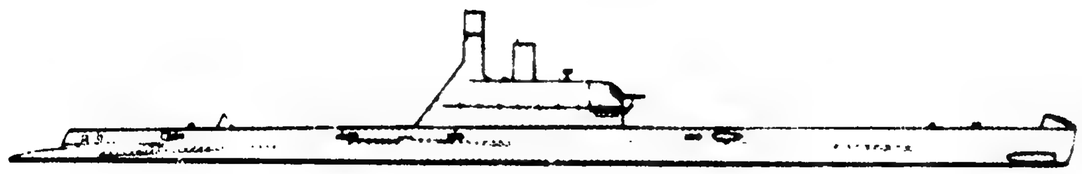


ex-T–25. Sister ship of French unit. 1944

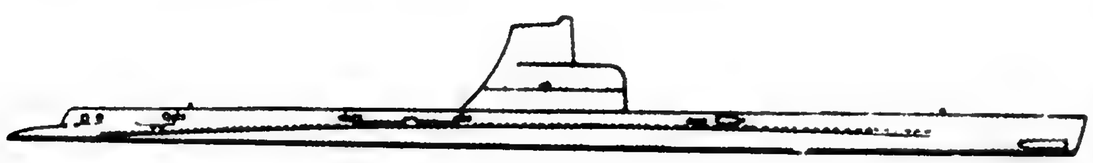
Evolved by the Germans as a coastal warfare destroyer to stiffen lighter forces and convoy escorts, this type proved only moderately successful during the last war. Few units made their designed speed under most operating conditions. Built by the German Schichau firm, their design appears to reflect certain features these once famous destroyer builders had incorporated in their torpedo craft of three and more decades ago. Salient distinguishing features are the widely separated flat-sided raking stacks, the short forecastle with its pronounced clipper stem, and the flush-deck hull. From aloft, the short forecastle and prominent bridge structure remain the most reliable identifying features.

DISPL.—1,100 tons
LENGTH—319′; BEAM—33′;
DRAFT—11′ (est.)
ARMAMENT—3 4.1″ DP; 4 40 mm AA; 6 21″ TT (tri)
SPEED—32 knots;
COMPLETED—1943

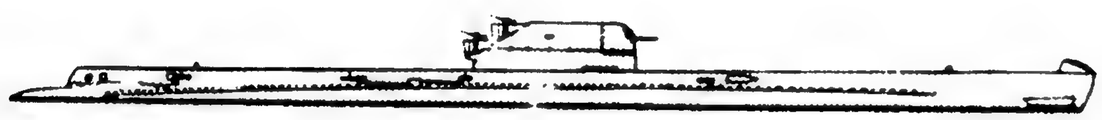




LA CREOLE.



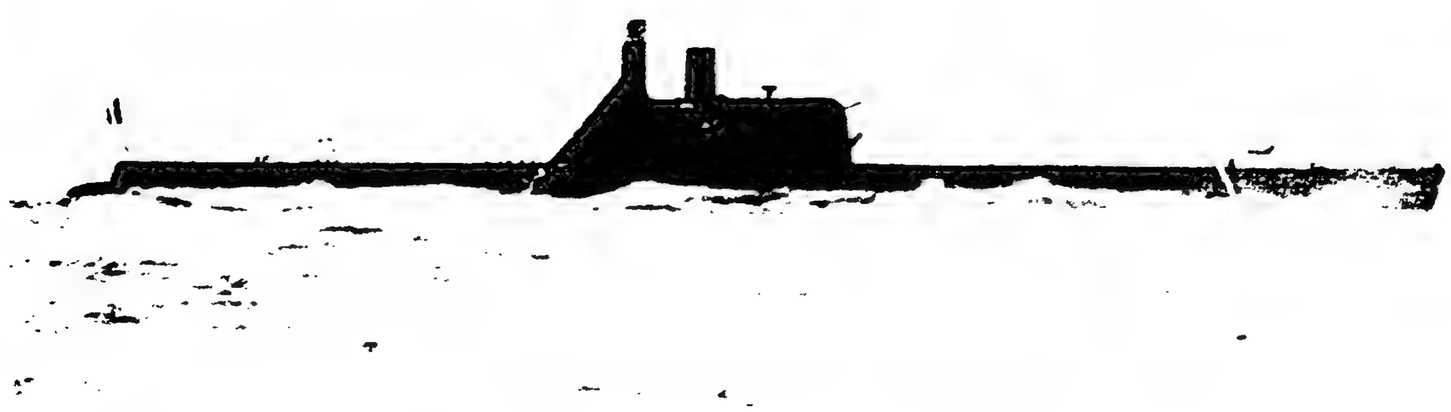
L'ANDROMEDE.



L'AFRICAINE.

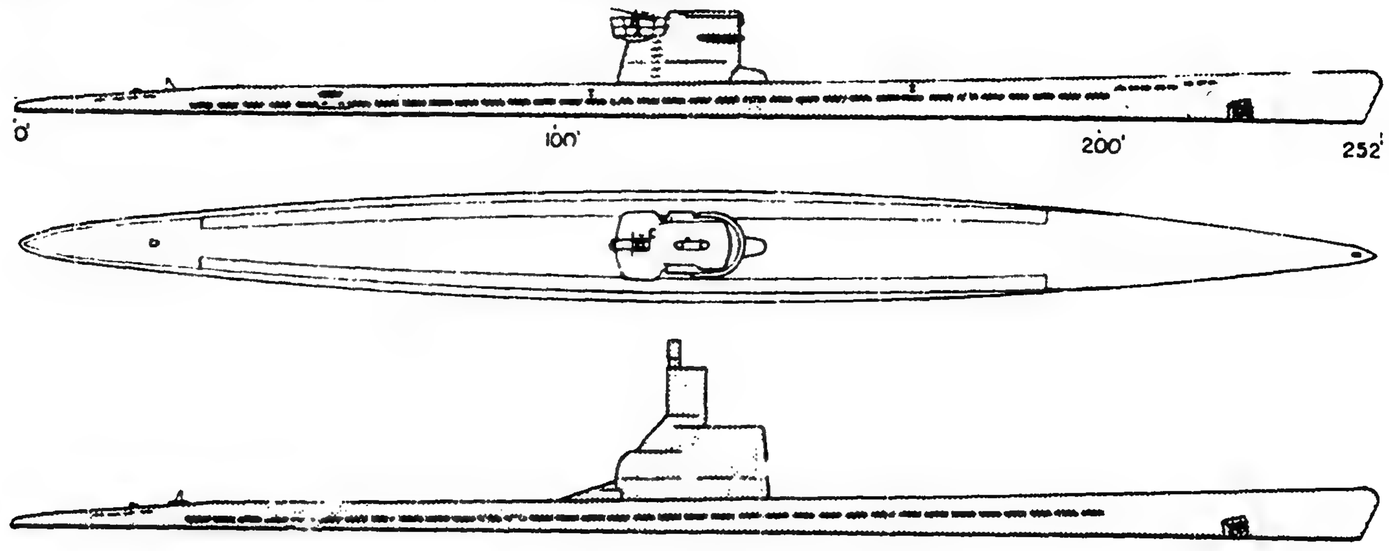
Submarines in this class vary in appearance as shown here. L'ANDROMEDE and L'ARTEMIS, which were completed in 1953, are distinguished by a streamlined superstructure, a snort, and no guns. Other units, such as L'ASTREE and L'AFRICAINE, have a medium caliber gun mounted forward and inside the conning tower fairwater, with light caliber guns mounted outside and aft on the conning tower fairwater. LA CREOLE also has the inside gun, but her appearance is unique and she is easily identified by the two "stacks" Submarines built in this class are the newest in the French Fleet, and it can be assumed that they include all the latest improvements obtained from World War II experience and from the latest ex-German submarines with which the French have been experimenting.

DISPL.—820–910 tons
LENGTH—241′; BEAM 21′; DRAFT—13′
ARMAMENT—1 3.5″; 2 20 mm AA; 10 21″ TT (see variations above)
SPEED—17 knots (surface), 10 knots (submerged); COMPLETED—1946–53



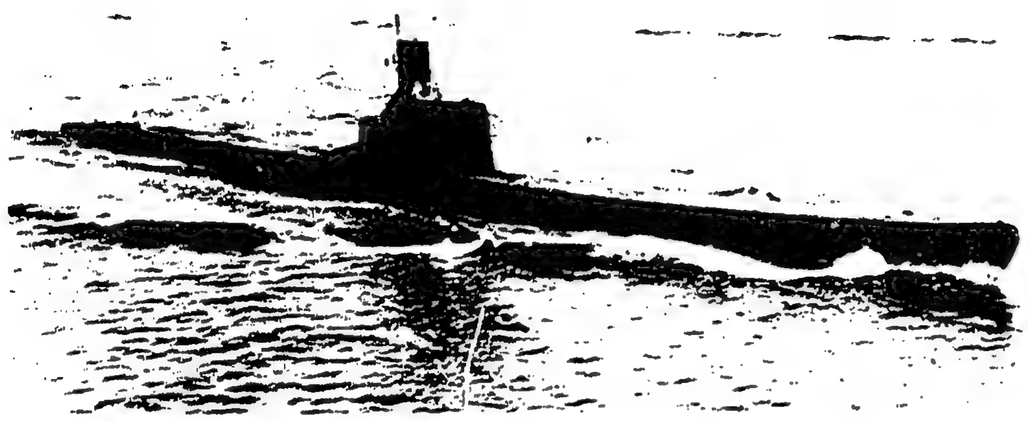
LA CREOLE circa 1954

FRANCE—SS German "Type IX B & C" Class



BLAISON.
(Type IX–B)

BOUAN.
(Type IX–C)

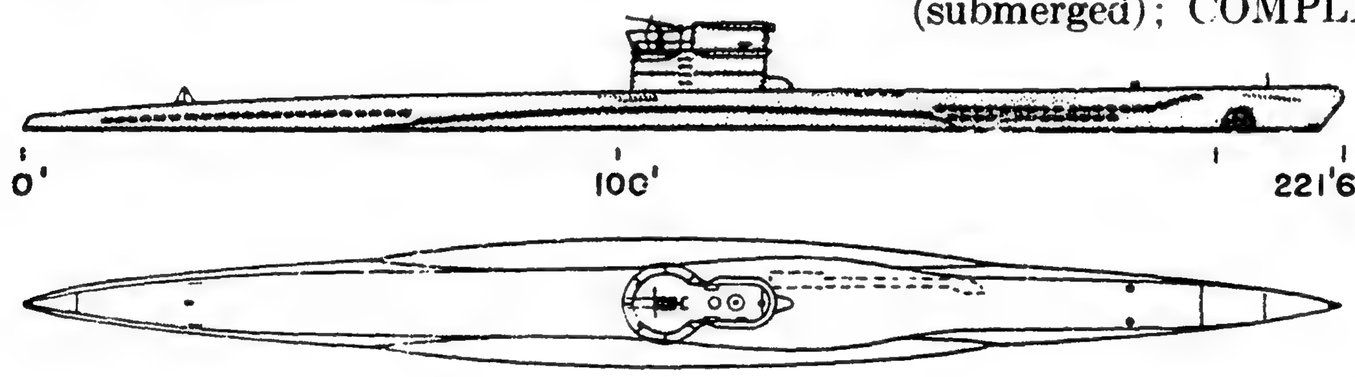


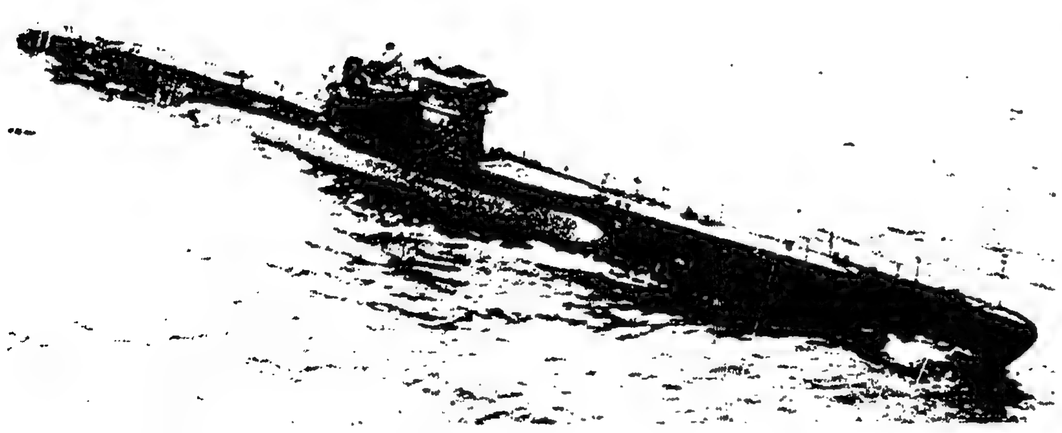
BOUAN. 1953

The Type IX–B submarine resembles the Type VII–C shown below. Note the small step forward of the conning tower and the AA guns on the after section of the conning tower. German-built submarines generally have wide decks and low freeboard. This type submarine is also in the Russian Navy.

DISPL.—740 tons
LENGTH—252′; BEAM—22′; DRAFT—15′
ARMAMENT—2 20 mm AA; 6 21″ TT
SPEED—18 knots (surface), 7.3 knots (submerged); COMPLETED—1940

FRANCE—SS German "Type VII–C" Class

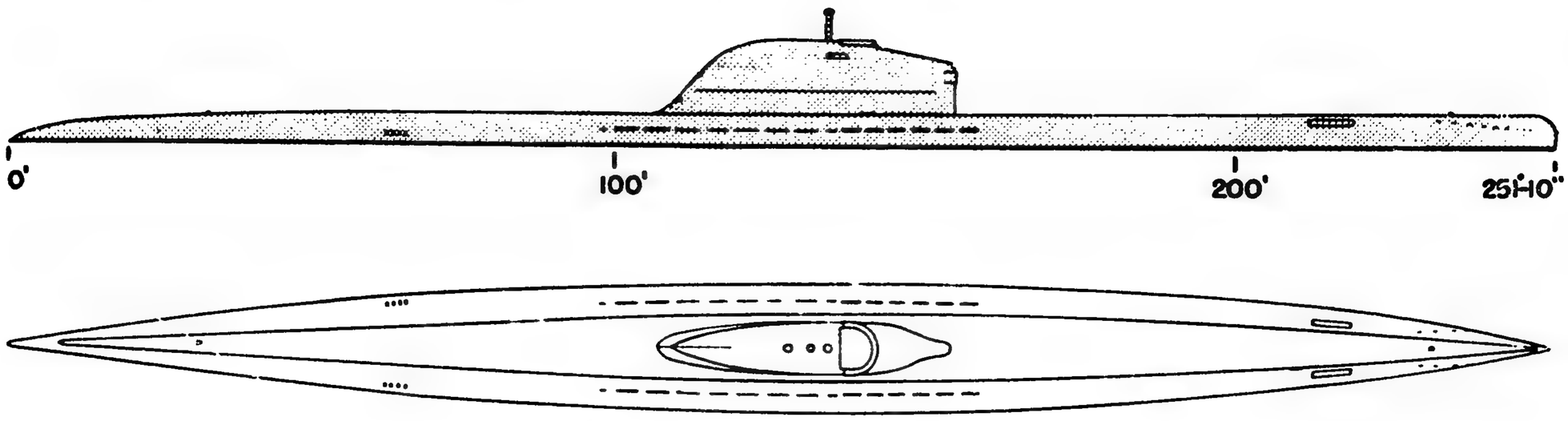




Type VII–C. circa 1952

The corning tower on this type submarine is slightly lower than that of the Type IX–B. Note the step forward of the conning tower. This type submarine is also in the French, Spanish, Russian, and Norwegian navies. Both submarines in this class are fitted with snorkel.

DISPL.—510 tons
LENGTH—222′; BEAM—20′; DRAFT—15′
ARMAMENT—5 21 TT; (37 mm AA and 20 mm AA shown in illustrations are now removed)
SPEED—17 knots (surface), 7.6 knots (submerged); COMPLETED—1942–43



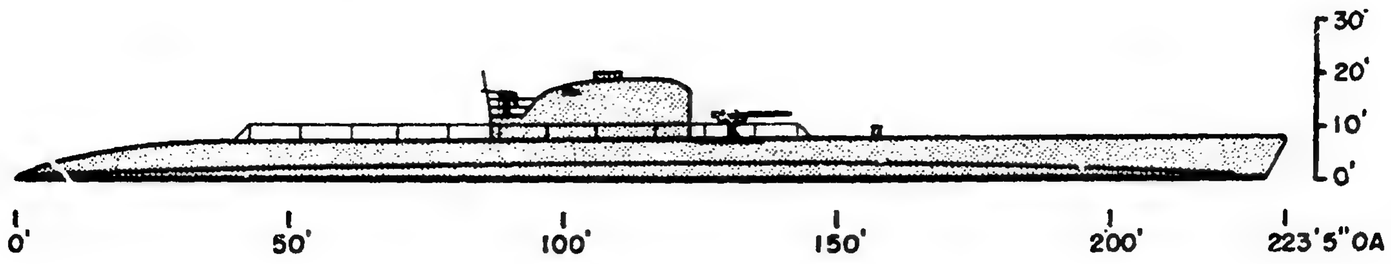
This high submerged speed submarine can readily be distinguished by the extreme streamlined low broad conning tower, and the absence of guns and other deck gear. This type is equipped with the snorkel breathing apparatus which permits the submarine to operat submerged without the use of the batteries as a source of power. A number of completed units fell into the hands of the Russians at the end of the war. The only remaining unit of this class is shown below.

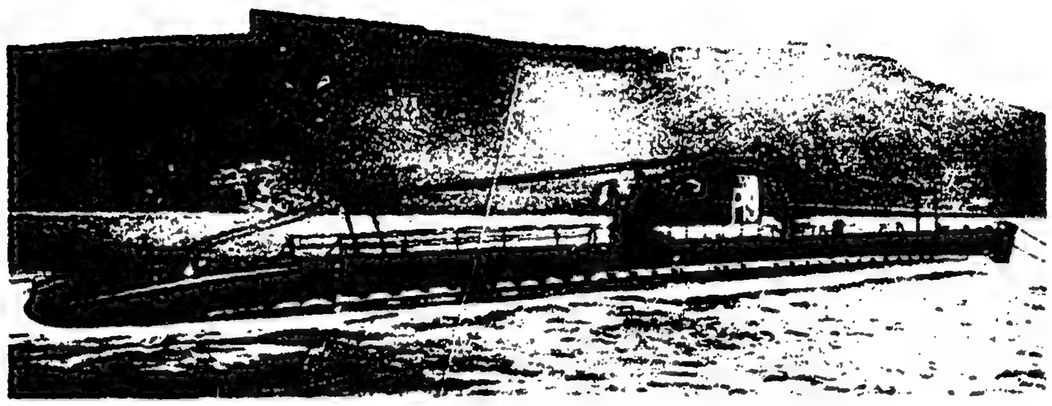
DISPL.—1,330 tons
LENGTH—252′; BEAM—22′; DRAFT—20′
ARMAMENT—6 21″ TT
SPEED—15 knots (surface), 16 knots (submerged); COMPLETED—1945



ROLAND MORILLOT. 1954

FRANCE—OSS DIANE Class



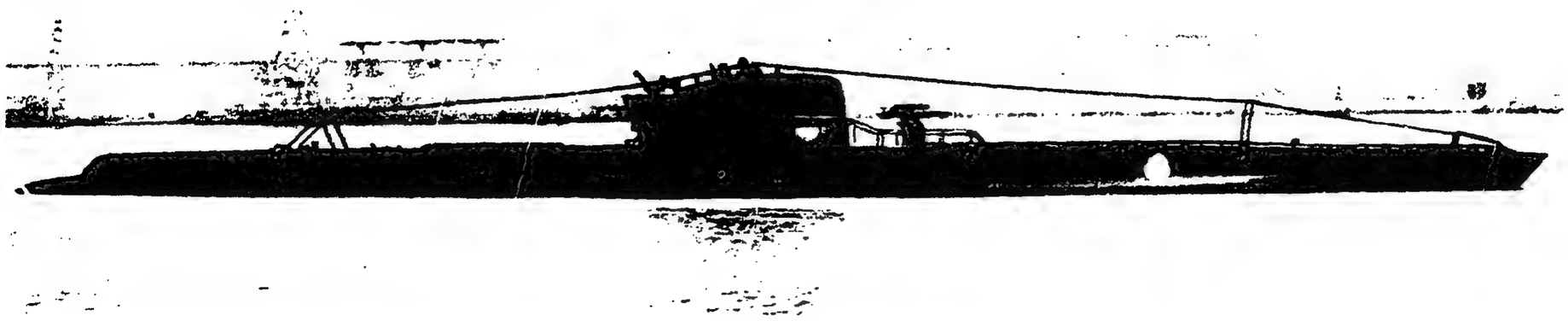


JUNON 1941

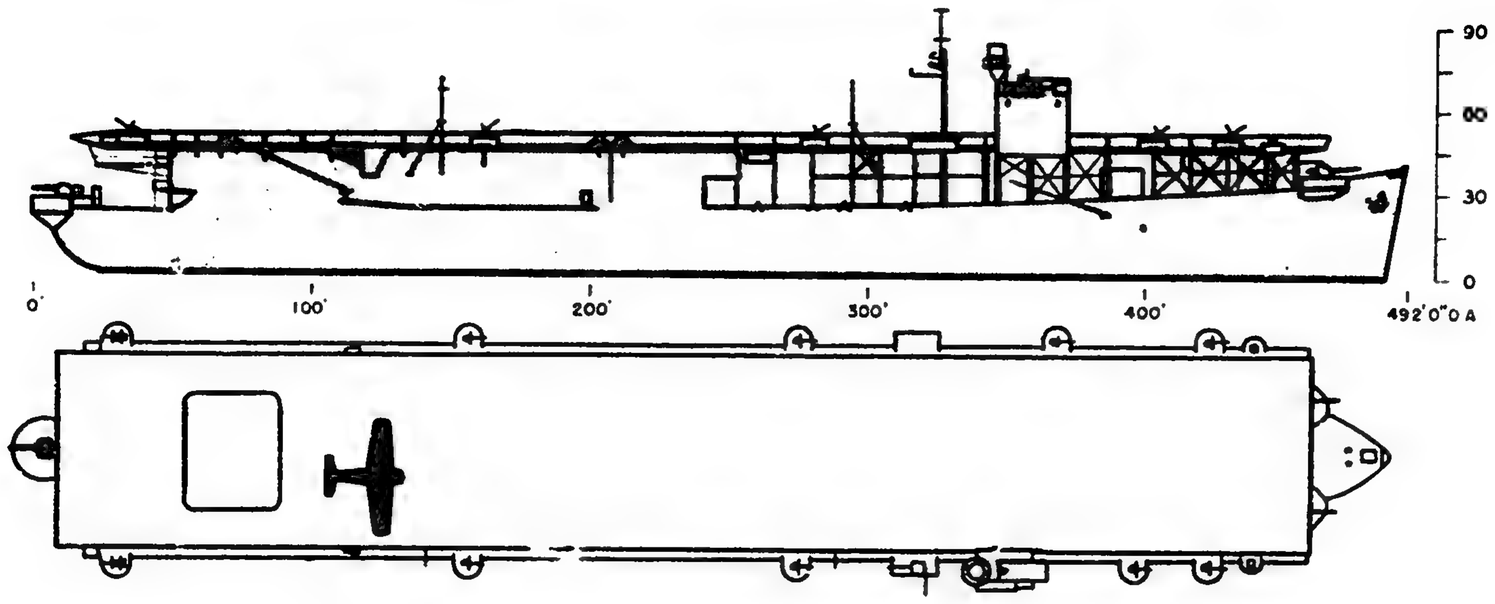
This submarine is a survivor of a once-numerous class. Four became war losses, one was wrecked and various others have been scrapped. The low, broad conning tower is clean with no visible periscope shears. Like other French-built submarines the deck is stepped near the stern.

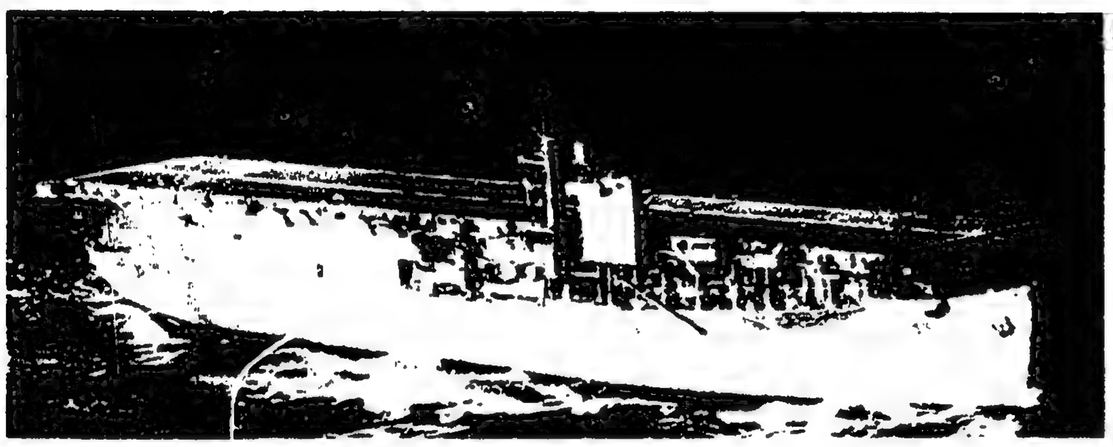
DISPL.—597 tons
LENGTH—224′; BEAM—21′; DRAFT—13′
ARMAMENT—1 20 mm AA; 6 21″ and 3 15.7″ TT
SPEED—14 knots (surface), 9 knots (submerged); COMPLETED—1936

AMAZONE. Since lost. 1943



FRANCE—Minor Combatant and Auxiliary Types
AKV—DIXMUDE



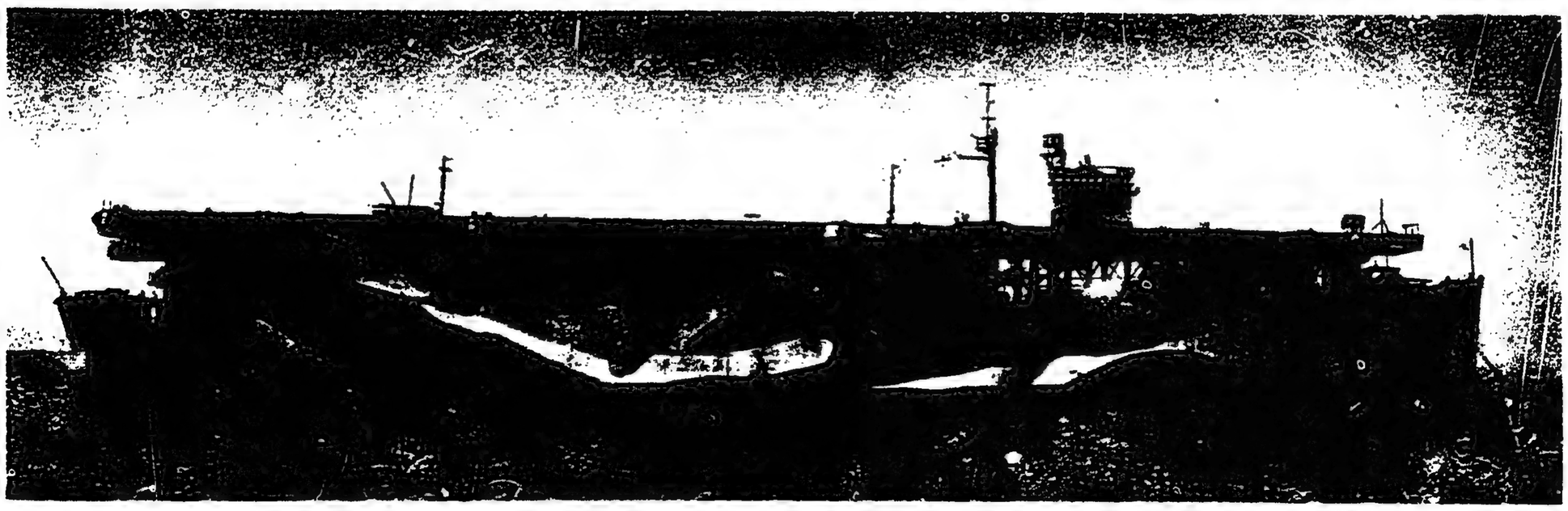


DIXMUDE. 1942

This escort aircraft carrier was loaned to the French Navy in early 1945. Similar to the U. S. "jeep" carrier in the BOGUE Class, it has high freeboard, deck short of the bow and small rectangular superstructure well forward of amidship. The disposition of the AA armament is believed to have been changed from the original.

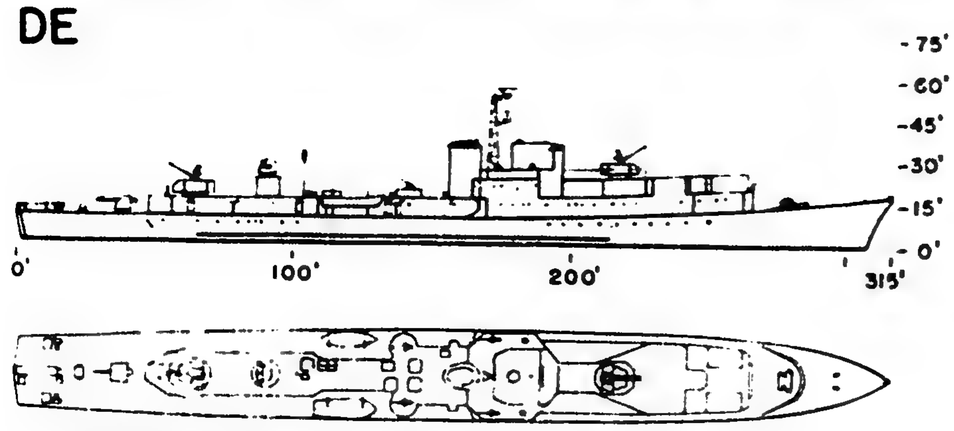
DISPL—8,200 tons
LENGTH—492′; BEAM—70′; DRAFT—27′
ARMAMENT—19 20 mm AA
SPEED—16 knots; COMPLETED—1942

DIXMUDE. 1942



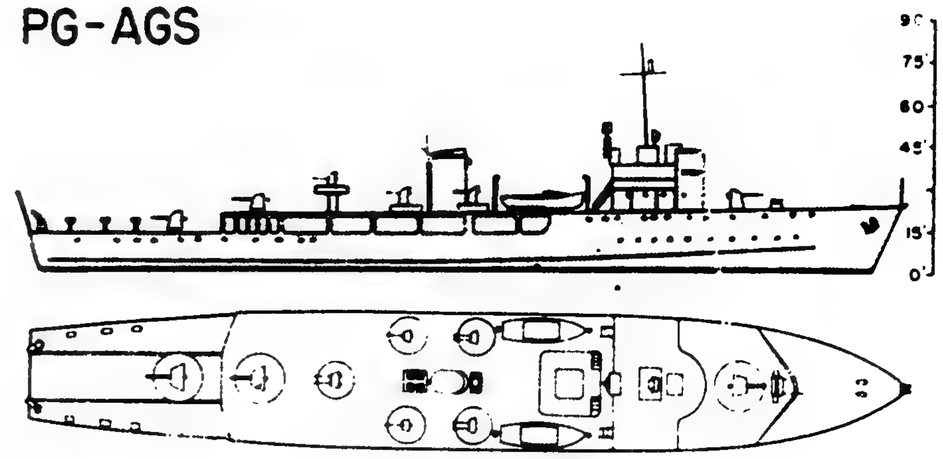
FRANCE—Minor Combatant & Auxiliary Types

DE



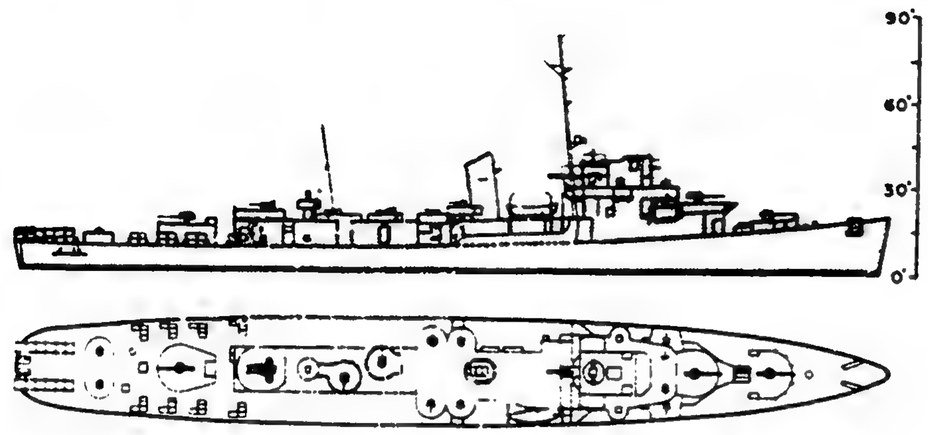
LE CORSE Class 315'oa

PG-AGS



SANS SOUCI Class 312' oa

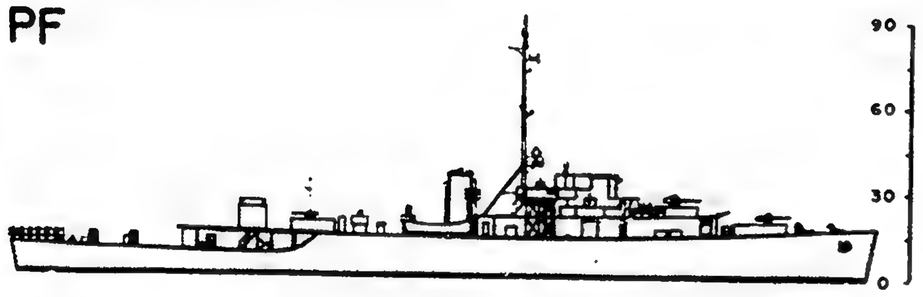
PG



SENEGALAIS Class (U.S. BUCKLEY Class)306' oa

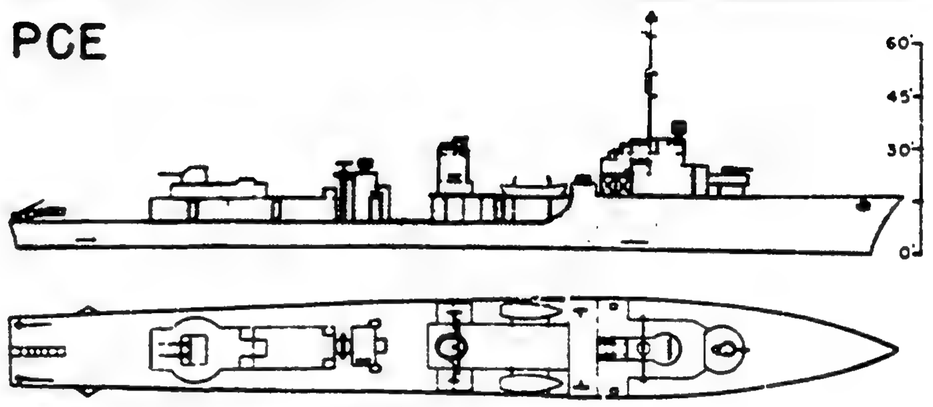
FRANCIS GARNIER (Italian ERITREA) 318'oa

PF

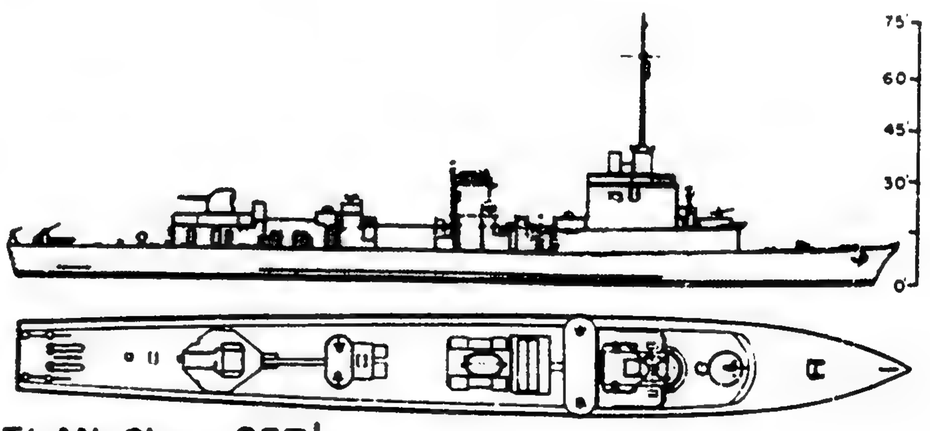


LEVERRIER Class (U.S.Tacoma Class) 304' oa

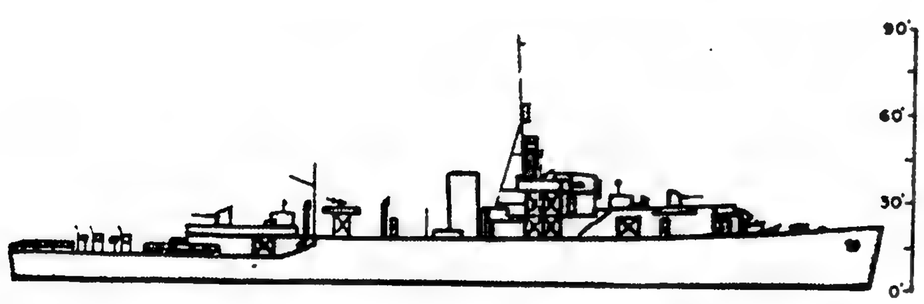
PCE



CHAMOIS Class 257'oa

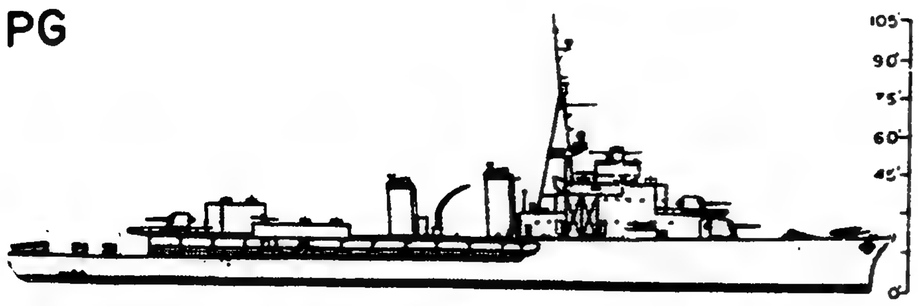


ELAN Class 257'oa



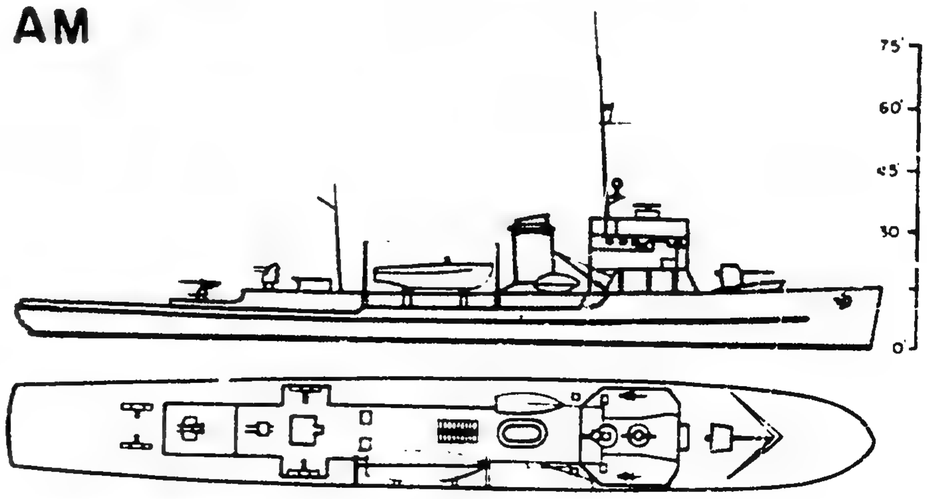
TONKINOIS Class (British "River"Class) 301'oa

PG



BOUGAINVILLE Class 340'oa

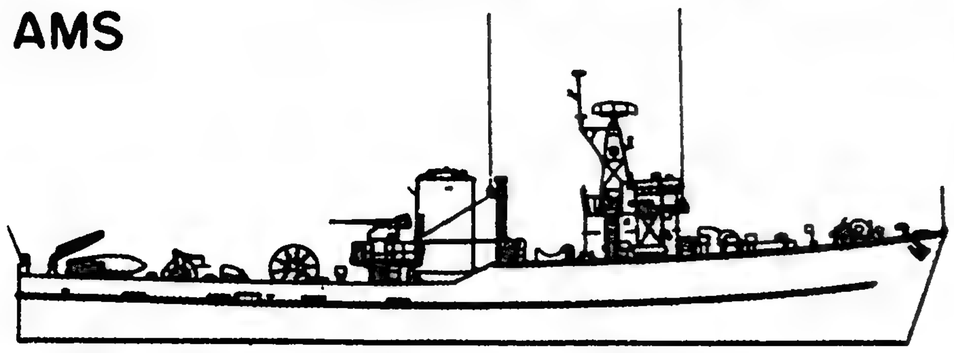
AM

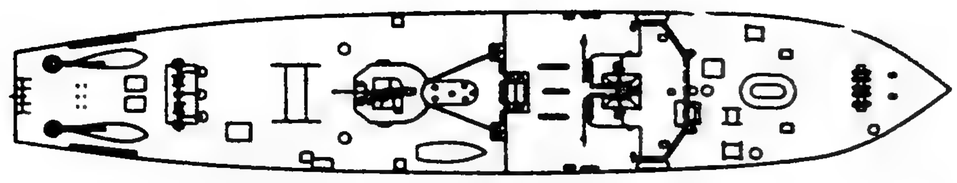


German M-35 Class 228'oa

FRANCE—Minor Combatant & Auxiliary Types

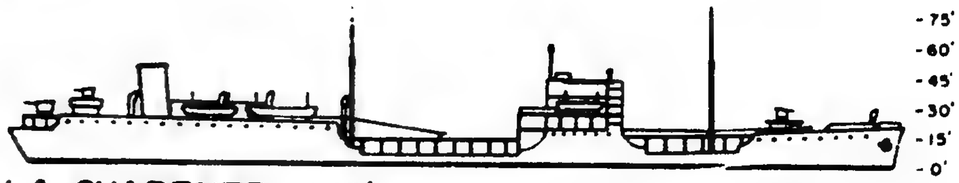
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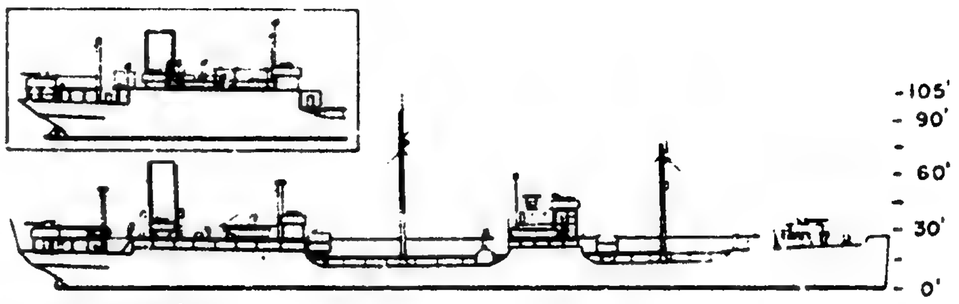


Canadian "Bay" Class 152'oa

AO

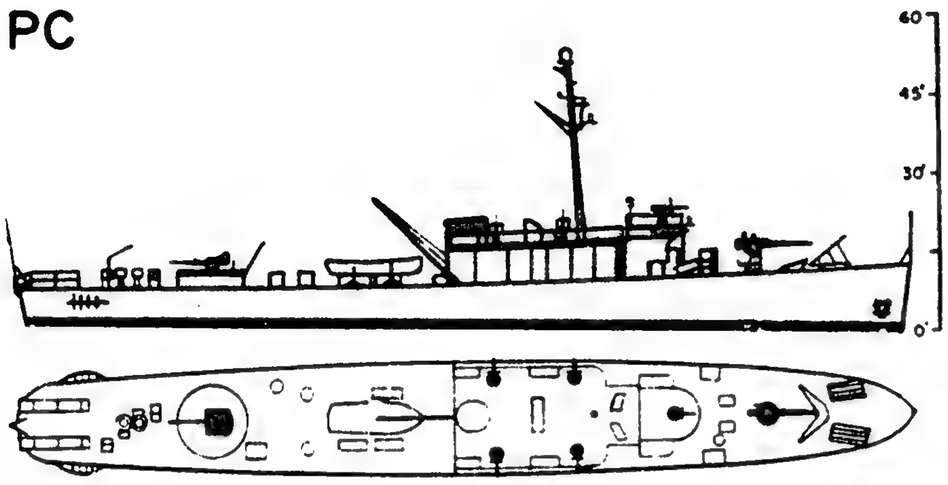


LA CHARENTE 453'oa



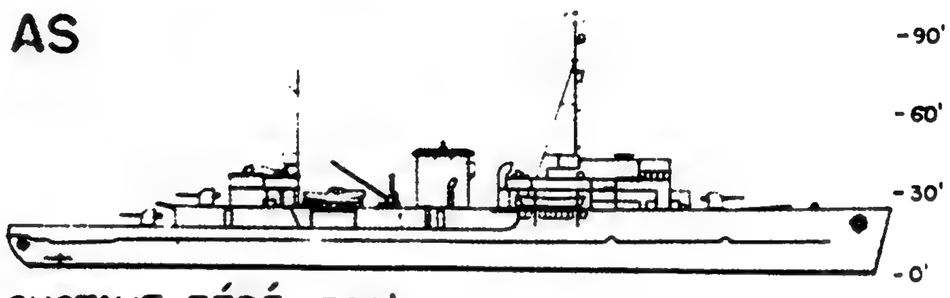
VAR 456'oa
(Insert shows LE MEKONG)

PC



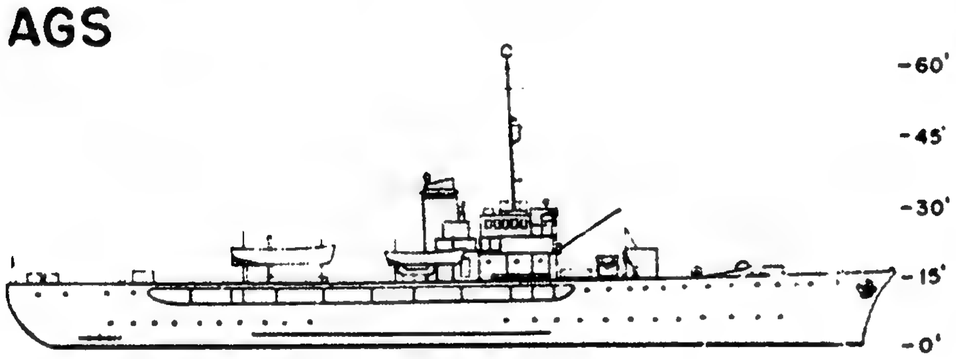
U.S. "173'" Class

AS



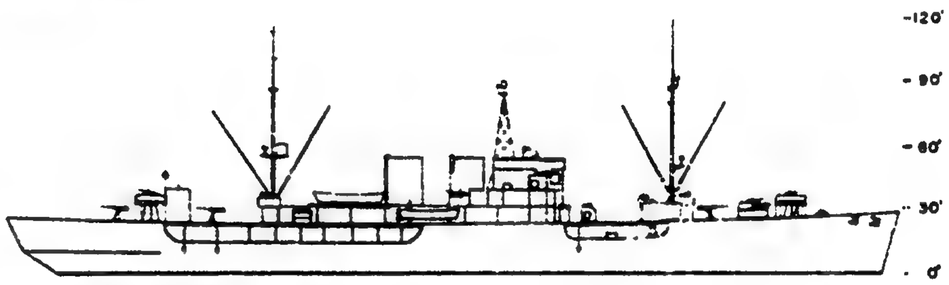
GUSTAVE ZÉDÉ 329'oa

AGS



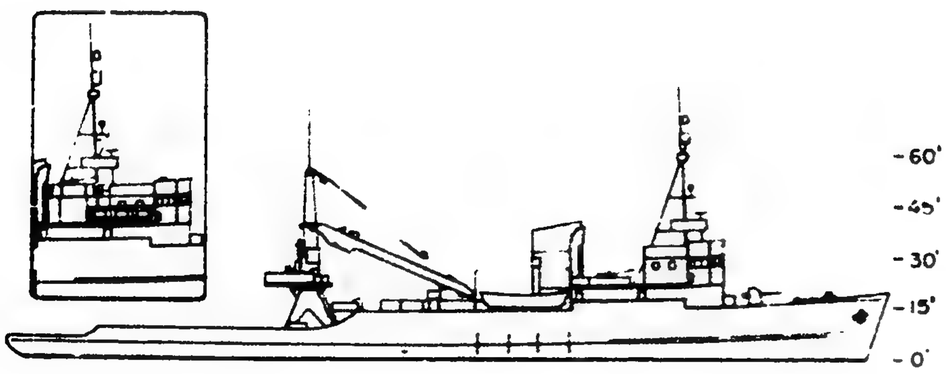
AMIRAL MOUCHEZ 183'oa

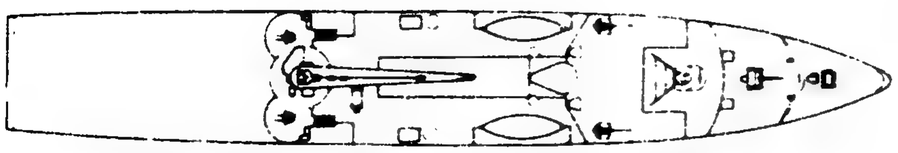
AR



JULES VERNE 400'oa

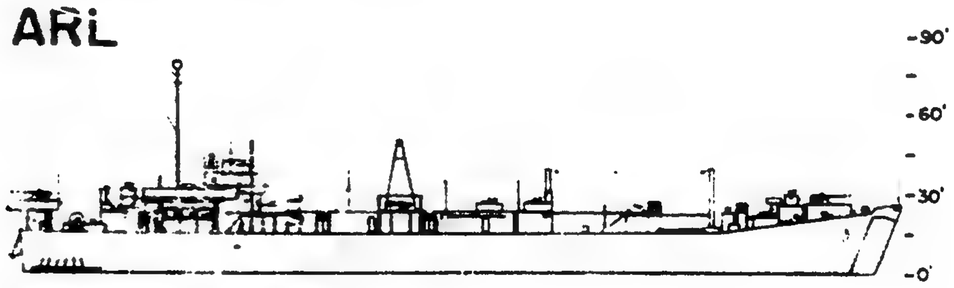
AVP





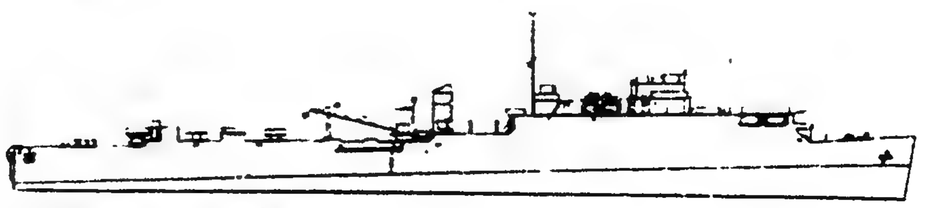
COMMANDANT ROBERT GIRAUD 256'oa
(Insert shows GOFFENY)

ARL



VULCAIN 328'oa

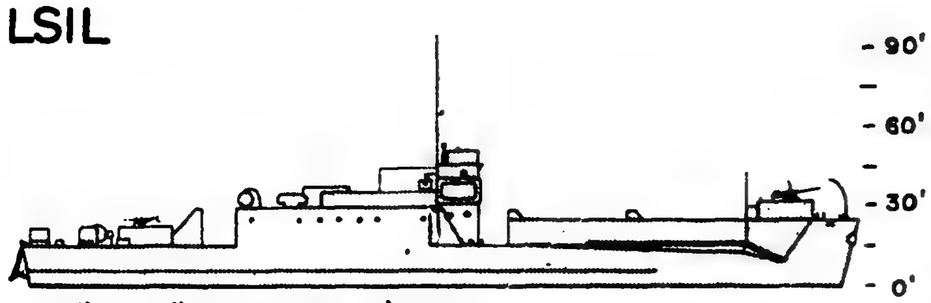
LSD



FOUDRE 458'oa

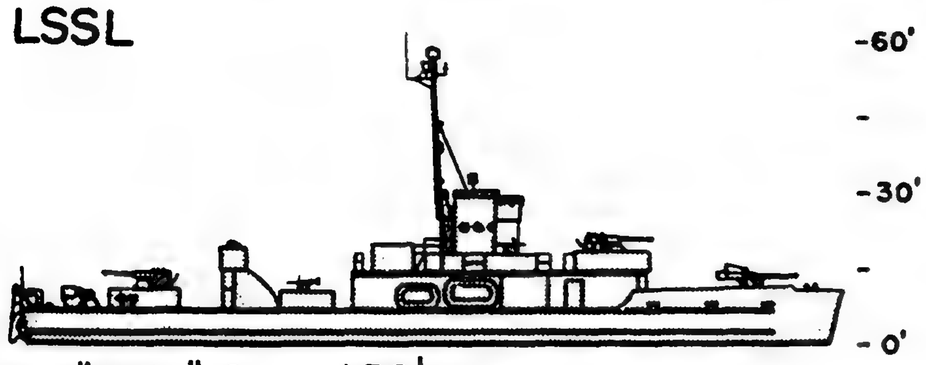
FRANCE—Minor Combatant & Auxiliary Types

LSIL



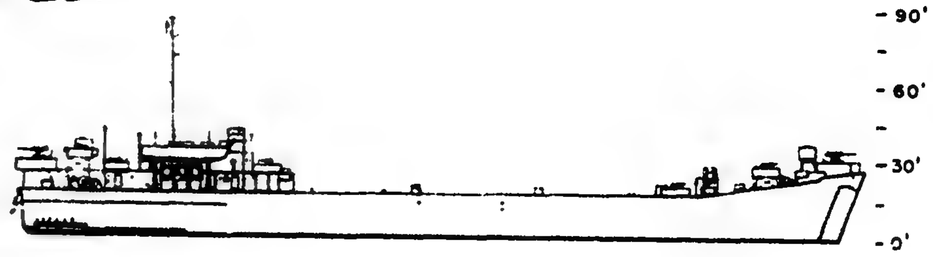
U.S. "LSIL" Class 159' oa

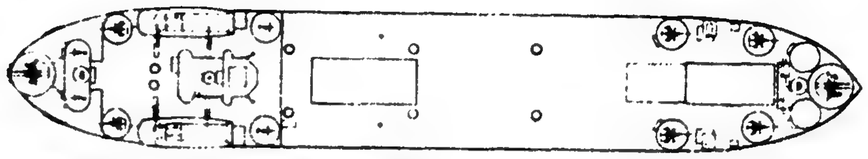
LSSL



U.S. "LSSL" Class 159' oa

LST





GOLO-LST Class 328' oa

FRANCE—Ship Data

DE LE CORSE Class
DISPL.—1,290 tons
LENGTH—315′; BEAM′—33′ 6″;
DRAFT—10′
ARMAMENT—6 57 mm AA; 2 20 mm AA;
12 ASW TT
SPEED—27 knots; COMPLETED—1955–

DE SENEGALAIS Class (U. S. BUCKLEY Class)
DISPL.—1,300 tons
LENGTH—306′; BEAM—36′ 6″;
DRAFT—11′
ARMAMENT—3 3″ DP; 2–6 40 mm AA;
12–18 20 mm AA
SPEED—20 knots; COMPLETED—1943–44

PF LEVERRIER Class (U. S. TACOMA Class)
DISPL.—1,100 tons
LENGTH—304′; BEAM′—37′ 6″;
DRAFT—14′
ARMAMENT—Removed
SPEED—20 knots; COMPLETED—1943–44
(Employed as weather ships)

PF TONKINOIS Class (British "River" Class)
DISPL.—1,445 tons
LENGTH—301′; BEAM—37′;
DRAFT—14′ 6″
ARMAMENT—2 4″ DP; 2–3 40 mm AA;
2–8 20 mm AA
SPEED—20 knots; COMPLETED—1943–44

PG BOUGAINVILLE Class
DISPL.—2,000 tons
LENGTH—340′; BEAM—42′;
DRAFT—14′ 9″
ARMAMENT—3 5.4″; 4 40 mm AA;
11 20 mm AA
SPEED—15 knots; COMPLETED—1932–40

PG AGS SANS SOUCI Class
DISPL.—1,370 tons
LENGTH—312′; BEAM—39′;
DRAFT—10′ 6″
ARMAMENT—3 4.1″; 2 40 mm AA;
8 20 mm AA
SPEED—18 knots; COMPLETED—1947

PG FRANCIS GARNIER (Italian ERITREA)
DISPL.—2,172 tons
LENGTH—318′; BEAM—44′; DRAFT—12′
ARMAMENT—3 4.7″; 4 40 mm AA;
4 20 mm AA
SPEED—20 knots; COMPLETED—1937

PCE CHAMOIS Class
DISPL.—647 tons
LENGTH—257′; BEAM—28′; DRAFT—10′
ARMAMENT—2 3.5″ DP or 2 4.1″ or 2 4″;
1 40 mm AA; 6 20 mm AA
SPEED—20 knots; COMPLETED—1939–47

FRANCE—Minor Combatant and Auxiliary Types

PCE ELAN Class
DISPL.—630 tons
LENGTH—257′; BEAM—28′; DRAFT—10′
ARMAMENT—2 4″ DP or 2 3.9″ DP or 2 3.5″ DP; 1 40 mm AA; 4–6 20 mm AA
SPEED—20 knots; COMPLETED—1939–40

PC U. S. "173′ " Class
DISPL.—300 tons
LENGTH—174′; BEAM—23′; DRAFT—6′
ARMAMENT—1 3″; 1 40 mm AA; 4–6 20 mm AA
SPEED—20 knots; COMPLETED—1942

AM German M–35 Class
DISPL.—600 tons
LENGTH—228′; BEAM—28′; DRAFT—9′
ARMAMENT—1–2 4.1″; 4 20 mm AA
SPEED—18 knots; COMPLETED—1936–41

AMS Canadian "Bay" Class
DISPL.—370 tons
LENGTH—152′; BEAM—28′; DRAFT—9′
ARMAMENT—1 40 mm AA
SPEED—16 knots; COMPLETED—1952–54

AGS ADMIRAL MOUCHEZ
DISPL.—719 tons
LENGTH—183′; BEAM—34′ 6″; DRAFT—11′
ARMAMENT—2 3.9″; 4 20 mm AA
SPEED—12 knots; COMPLETED—1937

AVP COMMANDANT ROBERT GIRAUD
DISPL.—1,000 tons
LENGTH—256′; BEAM—36′; DRAFT—10′
ARMAMENT—1 4.1″; 2 40 mm AA; 2 20 mm AA
SPEED—20 knots; COMPLETED—1941

AO LA CHARENTE
DISPL.—4,500 tons (12,100 tons full load)
LENGTH—433′; BEAM—52′ 6″; DRAFT—21′
ARMAMENT—1 3.9″; 14 20 mm AA
SPEED—15 knots; COMPLETED—1946

AO VAR (LE MEKONG)
DISPL.—5,482 tons (15,150 tons full load)
LENGTH—456′; BEAM—62′; DRAFT—26′
ARMAMENT—2 3.9″; 8 20 mm AA
SPEED—13.5 knots; COMPLETED—1929

AS GUSTAVE ZEDE
DISPL.—2,700 tons
LENGTH—329′; BEAM—44′; DRAFT—14′
ARMAMENT—3 4.1″; 4 40 mm AA; 8 20 mm AA
SPEED—16 knots; COMPLETED—1934

AR JULES VERNE
DISPL.—4,350 tons (6,340 tons full load)
LENGTH—400′; BEAM—56′ 6″; DRAFT—19′
ARMAMENT—4 3.5″ DP; 7 40 mm AA; 12 20 mm AA
SPEED—16 knots; COMPLETED—1932

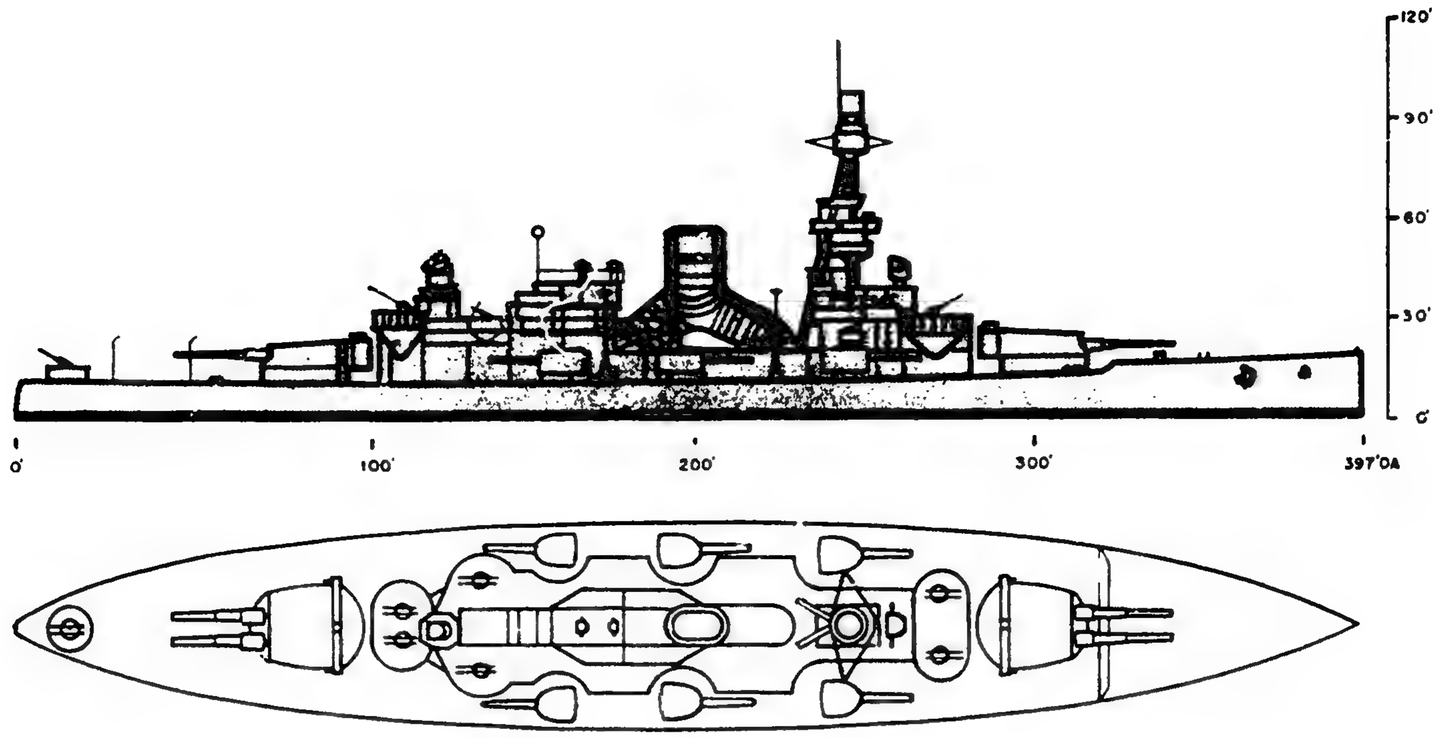
ARL VULCAIN
DISPL.—1,625 tons (4,050 tons full load)
LENGTH—328′; BEAM—50′; DRAFT—14′
ARMAMENT—8 40 mm AA; 8 20 mm AA
SPEED—10.8 knots; COMPLETED—1943

LSD FOUDRE
DISPL.—4,030 tons (7,930 tons full load)
LENGTH—458′; BEAM—72′; DRAFT—18′
ARMAMENT—1 4.1″; 4 40 mm AA; 4 20 mm AA
SPEED—17 knots; COMPLETED—1944

LSIL U. S. "LSIL" Class
DISPL.—216 tons (280 tons full load)
LENGTH—159′; BEAM—24′; DRAFT—6′
ARMAMENT—1 3″/50; 1 40 mm AA; 4 20 mm AA
SPEED—14 knots; COMPLETED—1943–44

LSSL U. S. "LSSL" Class
DISPL.—227 tons (383 tons full load)
LENGTH—159′; BEAM—24′; DRAFT—6′
ARMAMENT—1 3″; 4 40 mm AA; 4 20 mm AA
SPEED—15.5 knots; COMPLETED—1943–44

LST GOLO (U. S. "LST" Class)
DISPL.—1,625 tons (4,080 tons full load)
LENGTH—328′; BEAM—50′; DRAFT—14′
ARMAMENT—2 40 mm AA; 4 20 mm AA
SPEED—11 knots; COMPLETED—1943–45

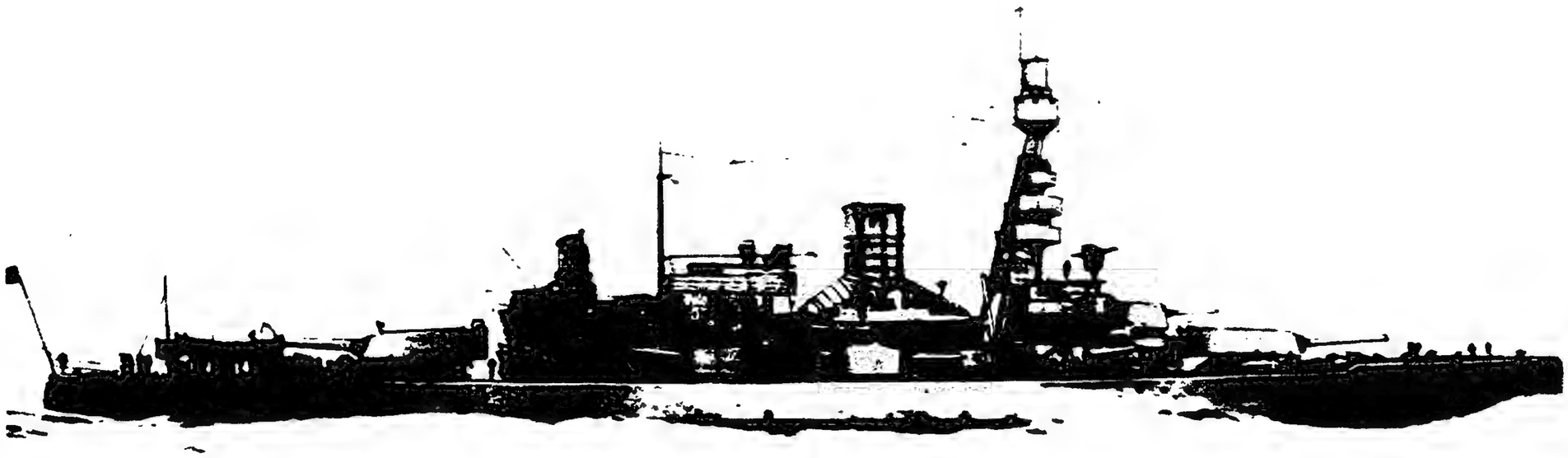




GUSTAV V. circa 1936

Rated as a coast defense ship the GUSTAV V was reconstructed in 1929–30 when funnels were trunked into one and upper works considerably remodelled. In 1936–37 it was modernized and her armament modified. The large trunked vertical stack, heavy tripod foremast and absence of mainmast are all identifying features for this light battleship. Only two twin turrets are mounted.

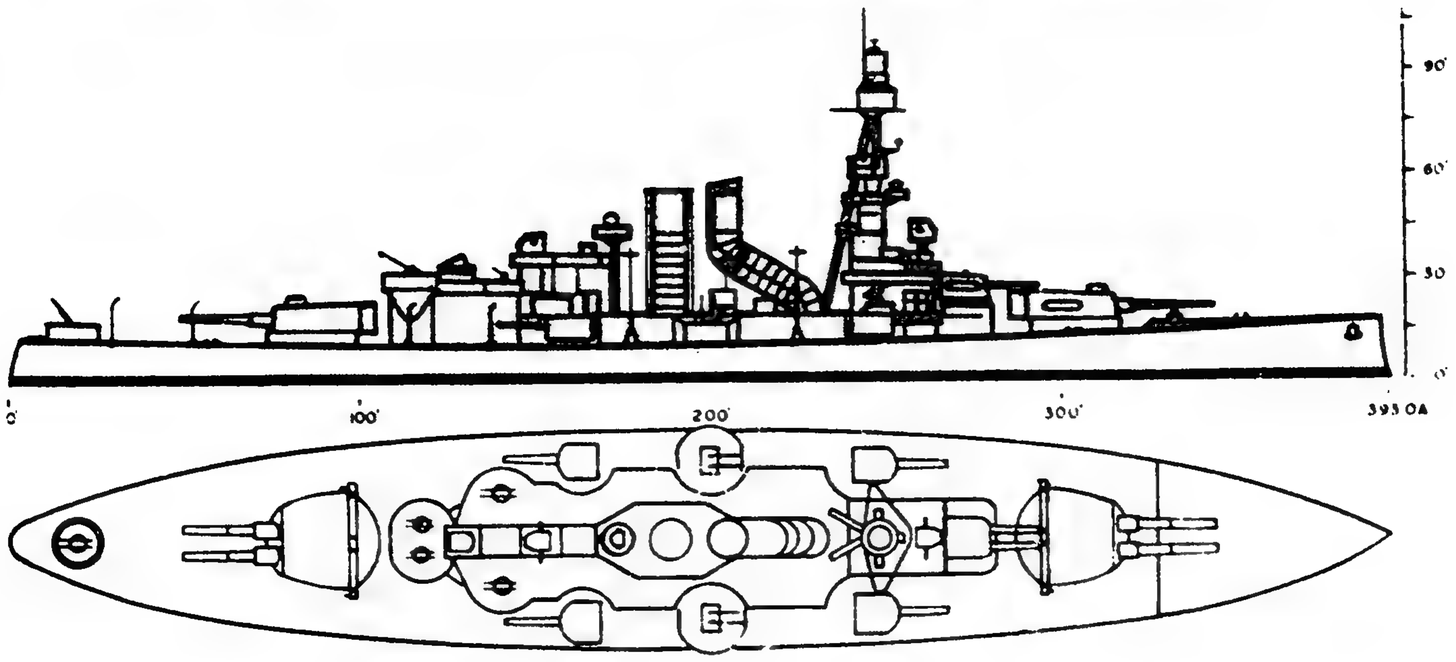
DISPL.—7,160 tons
LENGTH—397′; BEAM—61′;
DRAFT—23′
ARMAMENT—4 11″; 6 6″
SPEED—23 knots; COMPLETED—1922



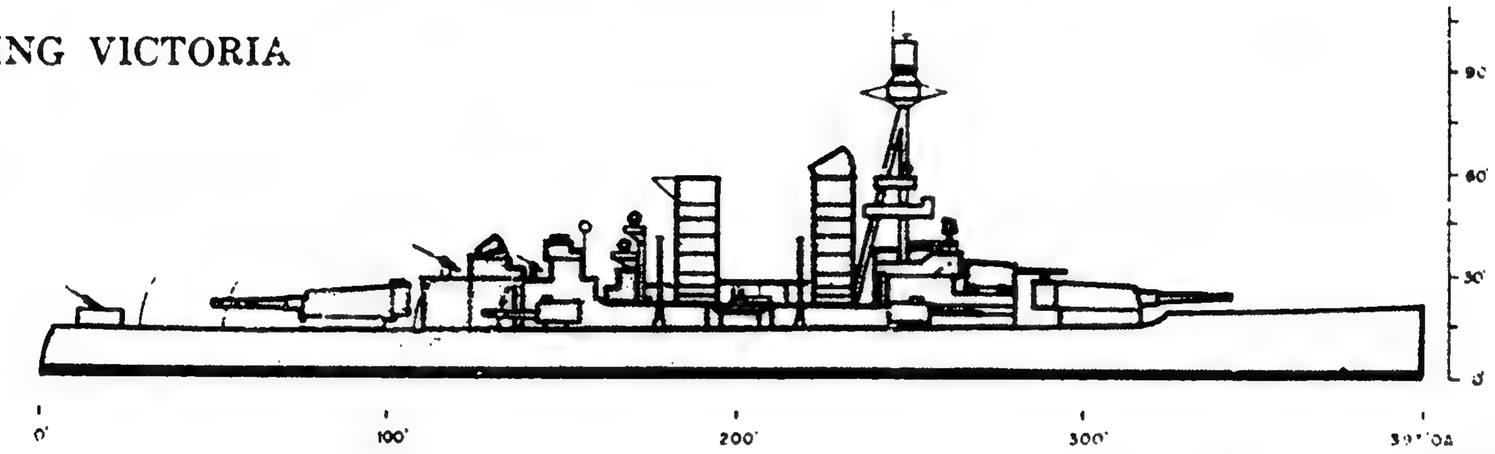
GUSTAV V. circa 1936

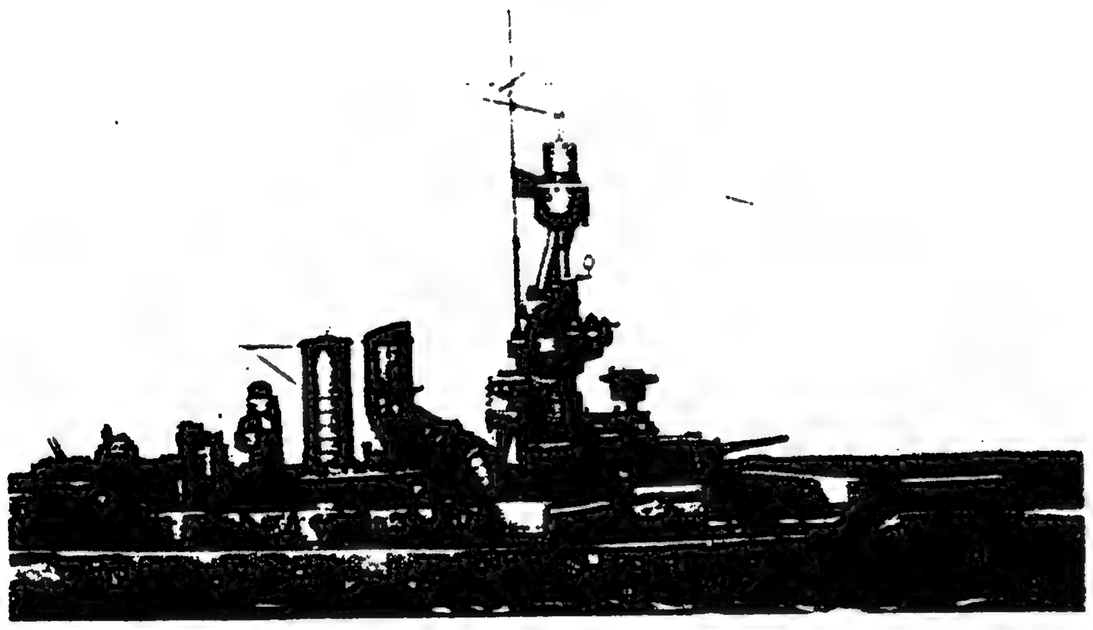
SWEDEN—OBM DROTTNING VICTORIA and SVERIGE

SVERIGE



DROTTNING VICTORIA





SVERIGE. 1936

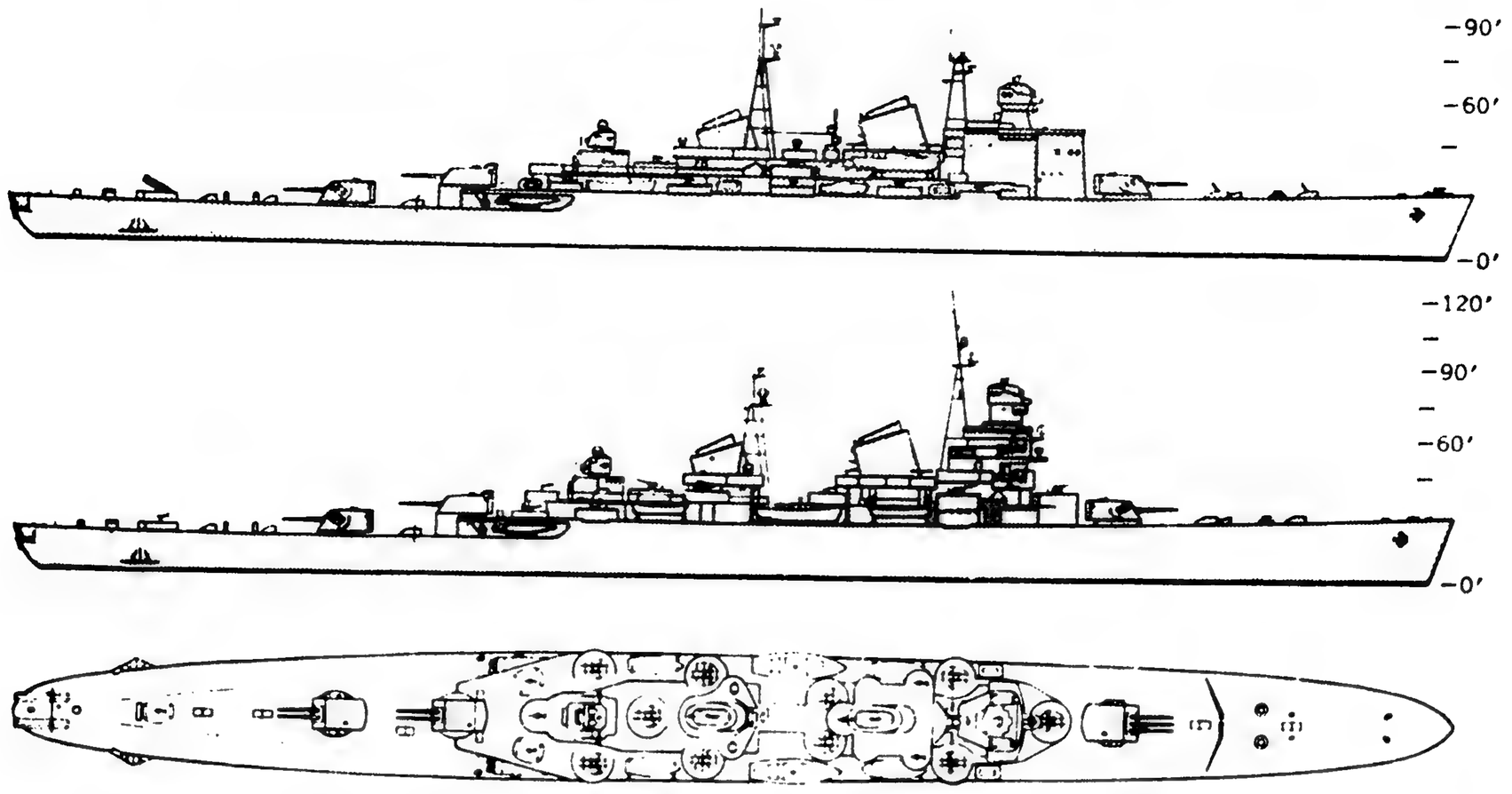
Like the GUSTAV V, the DROTTNING VICTORIA and SVERIGE are rated as coastal defense ships. The appearance of the DROTTNING VICTORIA differs from the GUSTAV V mainly in the stacks, the former having two tall thin stacks with the forward one capped to prevent interference with bridge. The SVERIGE resembles the DROTTNING VICTORIA except for the backward bend of the forward stack, also to keep boiler fumes from the bridge.

DISPL.—6,068–7,160 tons
LENGTH—393–397′; BEAM—61′;
DRAFT—21–23′
ARMAMENT—4 11″; 6 6″
SPEED—23 knots; COMPLETED—1917–21

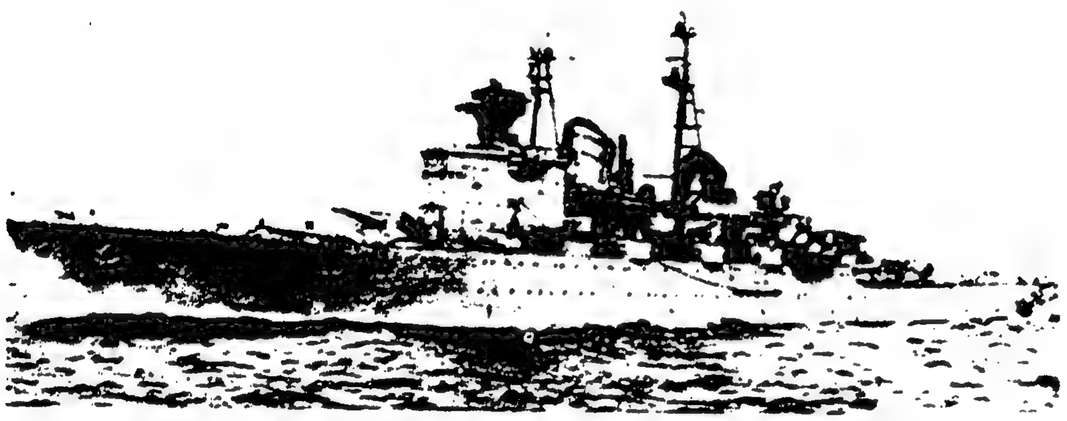


DROTTNING VICTORIA. Since 1940

SWEDEN—CL TRE KRONOR Class



GOTA LEJON above; TRE KRONOR below
Note: TRE KRONOR now has enclosed bridge structure similar to GOTA LEJON.



GOTA LEJON. circa 1953

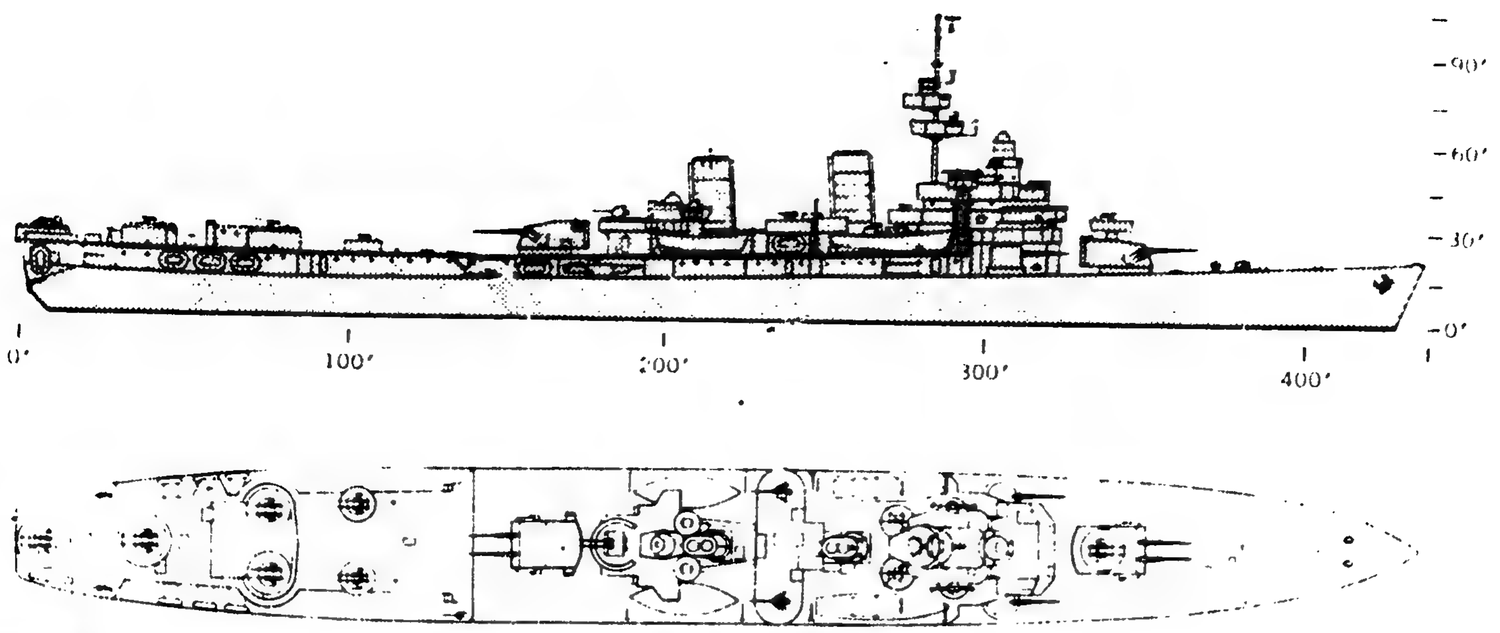
The TRE KRONOR Class contains two units, the GOTA LEJON (Gothic Lion) and the TRE KRONOR (Three Crowns). Like some U.S. cruisers, these ships have a dual-purpose 6″ main battery. Externally, at least, certain German design features are apparent in the general arrangement of superstructure and main armament. Unlike the GOTLAND they have a broken deck, with upper deck length about two-thirds of their overall length. The hull form has a rather bulbous bow with a fine reentrant waterline and a conventional V-shaped cruiser stern without transom.

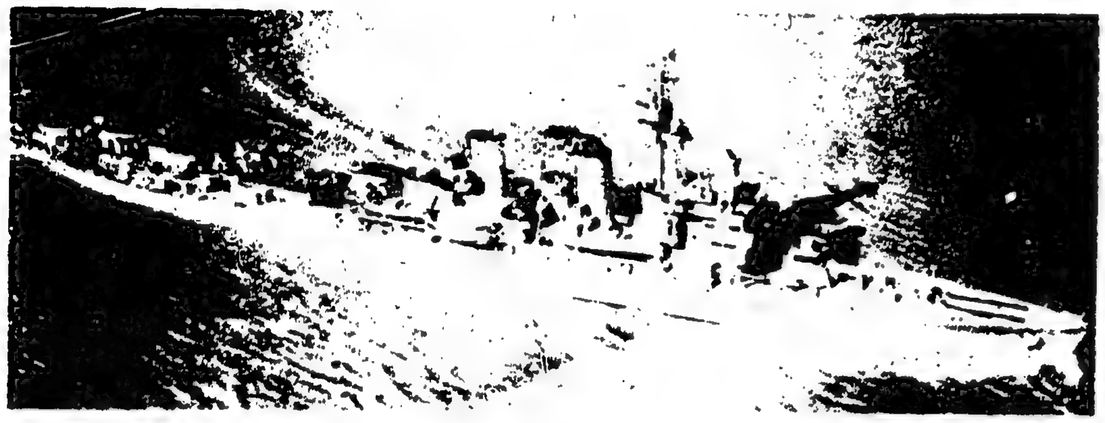
DISPL.—8,000 tons
LENGTH—590′ 6″; BEAM—54′; DRAFT—18′
ARMAMENT—7 6″; 27 40 mm AA; 6 21″ TT
SPEED—32 knots; COMPLETED—1947; RECONSTRUCTED—1951-52



GOTA LEJON. circa 1953

SWEDEN—OCL GOTLAND





GOTLAND. circa 1954

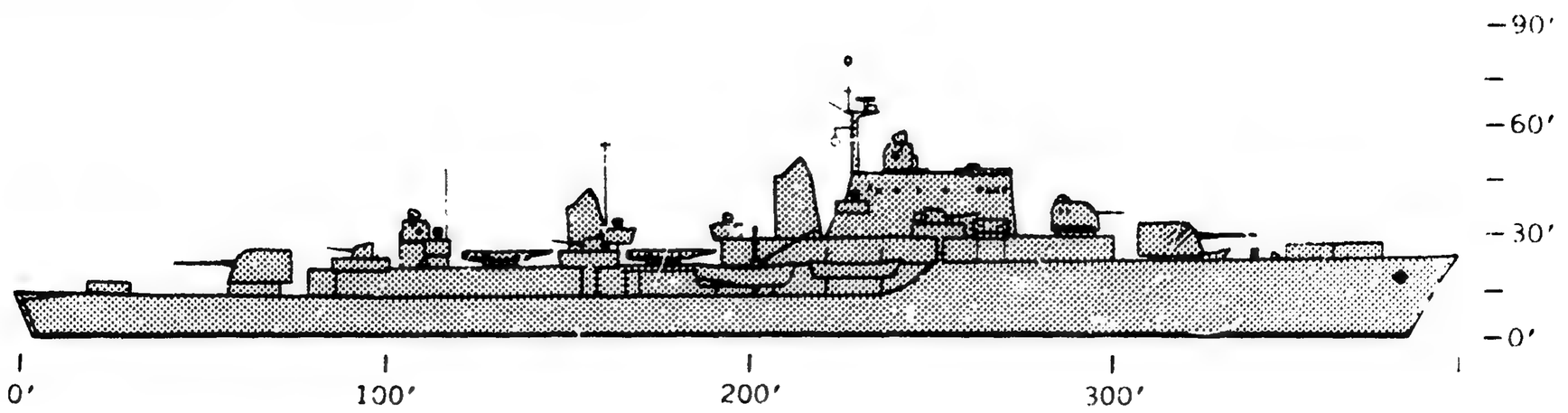
DISPL.—4,750 tons
LENGTH—437′ 6″; BEAM—50′ 6″; DRAFT—18′
ARMAMENT—6 6″; 4 3″ AA; 8 40 mm AA; 6 21″ TT
SPEED—27.5 knots; COMPLETED—1934

This ship, which was originally an aircraft cruiser carrying twelve seaplanes on her broad after deck, was refitted and rearmed for duty as an antiaircraft cruiser in 1944. She is also employed as a cadet training ship. The disposition of the main armament is a salient recognition feature. Other characteristics which lead to identification are the exceptionally clean quarter deck, broken only by small unprotected antiaircraft batteries; high freeboard; two raked stacks; low flat bridge and heavy pole foremast.



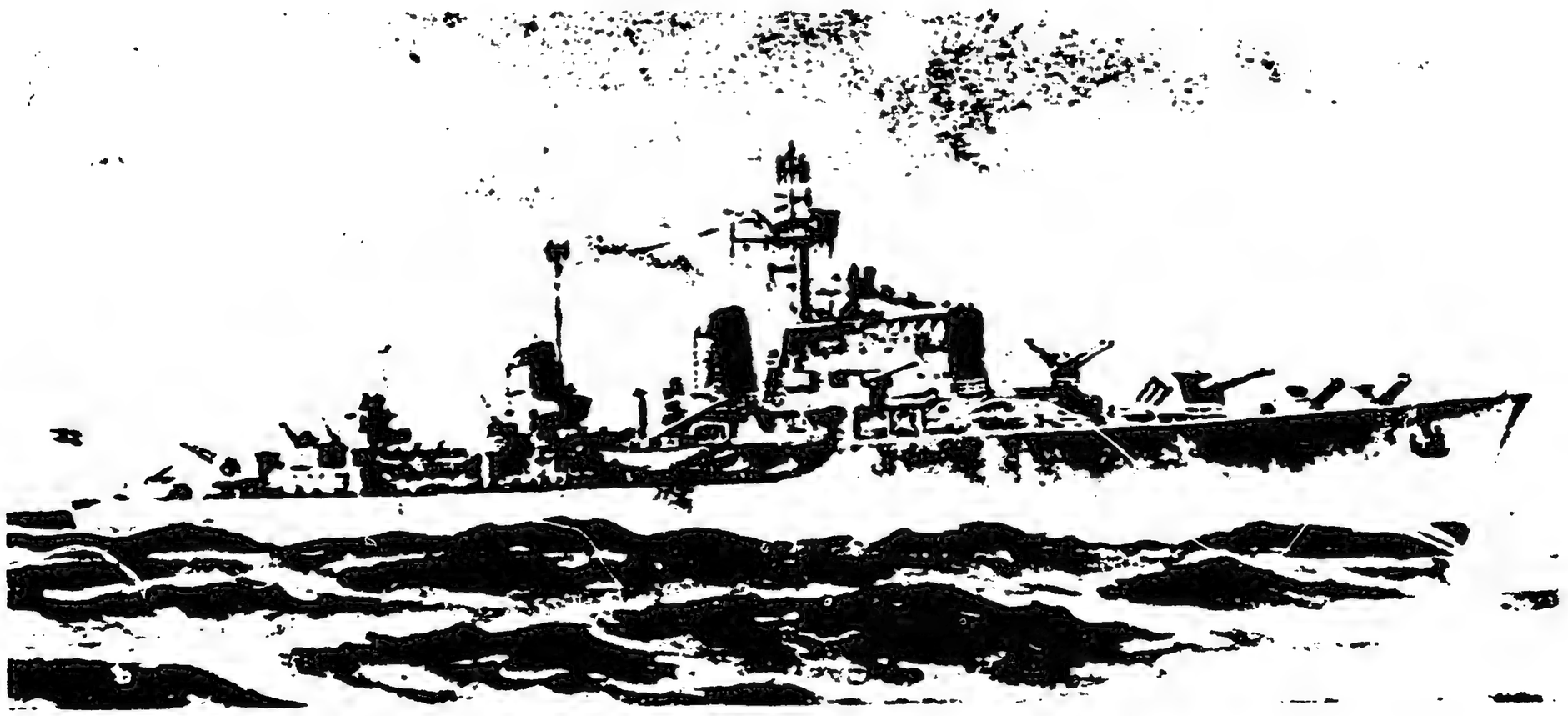
GOTLAND. circa 1954

SWEDEN—DD HALLAND Class



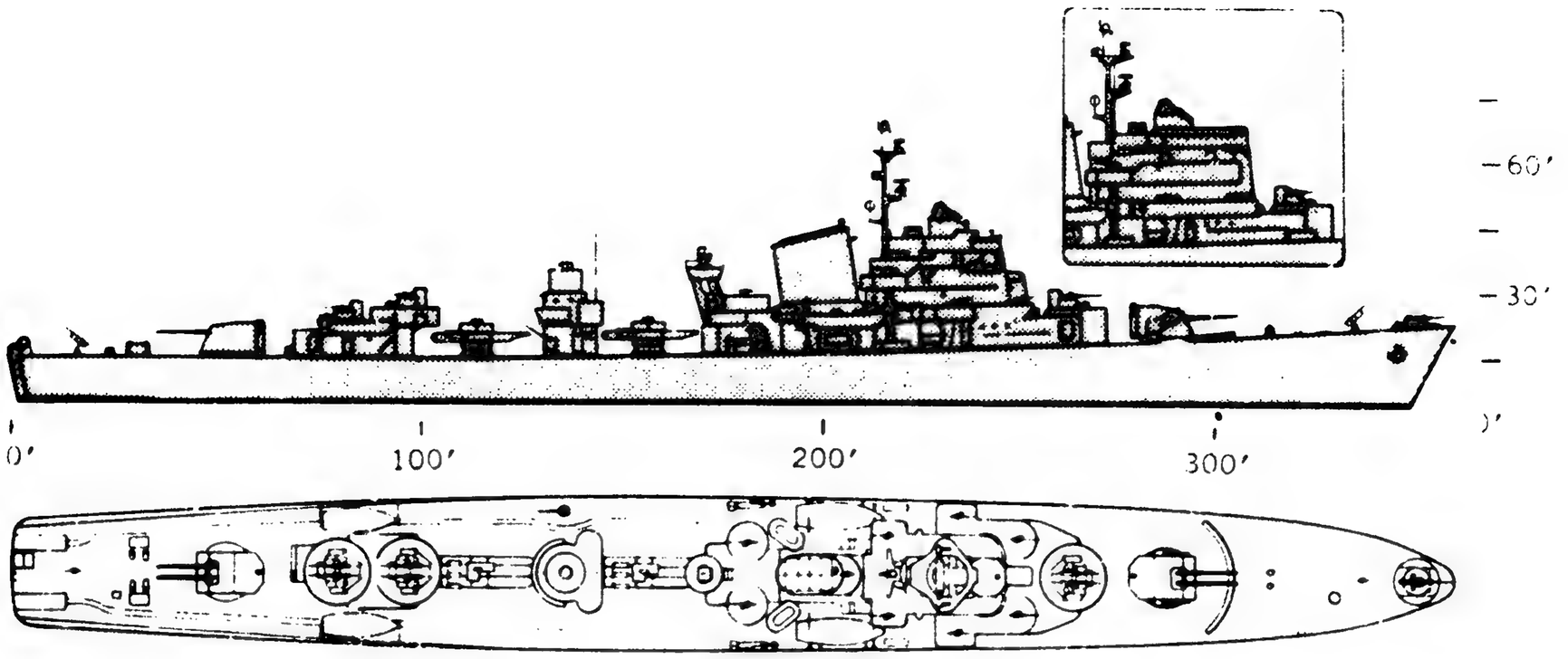
The HALLAND Class destroyer constitutes the latest in Swedish destroyer construction. Units of this class are the HALLAND and SMALAND. Completed in 1955, these destroyers are longer and heavier than any previous Swedish destroyers. Except for the coastal destroyers, they are the only destroyers in the Swedish Navy which are not flush-deckers. Recognition characteristics include a low rectangular-shaped bridge structure containing a short pole mast on the after section, two capped tapered stacks, and a number two gun mount which is smaller than the number one and number three gun mounts. These ships have comparatively heavy AA armament and will also carry the latest ASW weapons.

DISPL.—2,600 tons
LENGTH—380' 6"; BEAM—41';
DRAFT—
ARMAMENT—4 4.7" DP; 2 57 mm AA; 6 40 mm AA; 8 21" TT
SPEED—35 knots; COMPLETED 1955



DD HALLAND Class.

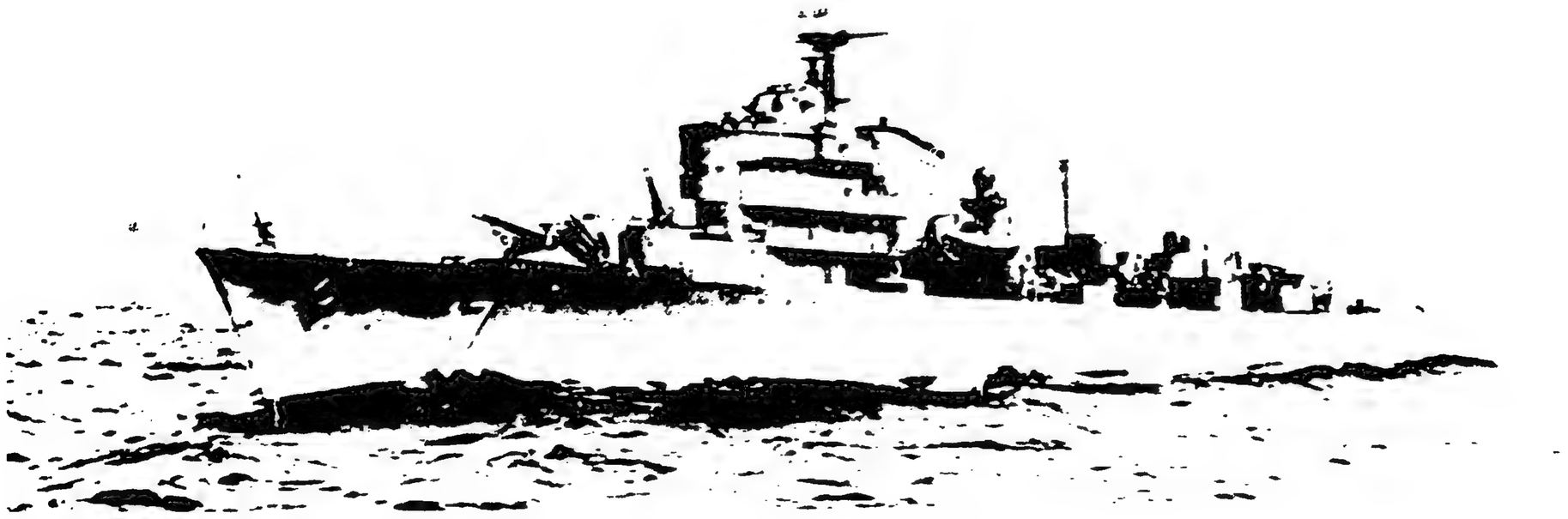
SWEDEN—DD ÖLAND Class



ÖLAND. Insert shows bridge of UPPLAND. 1954

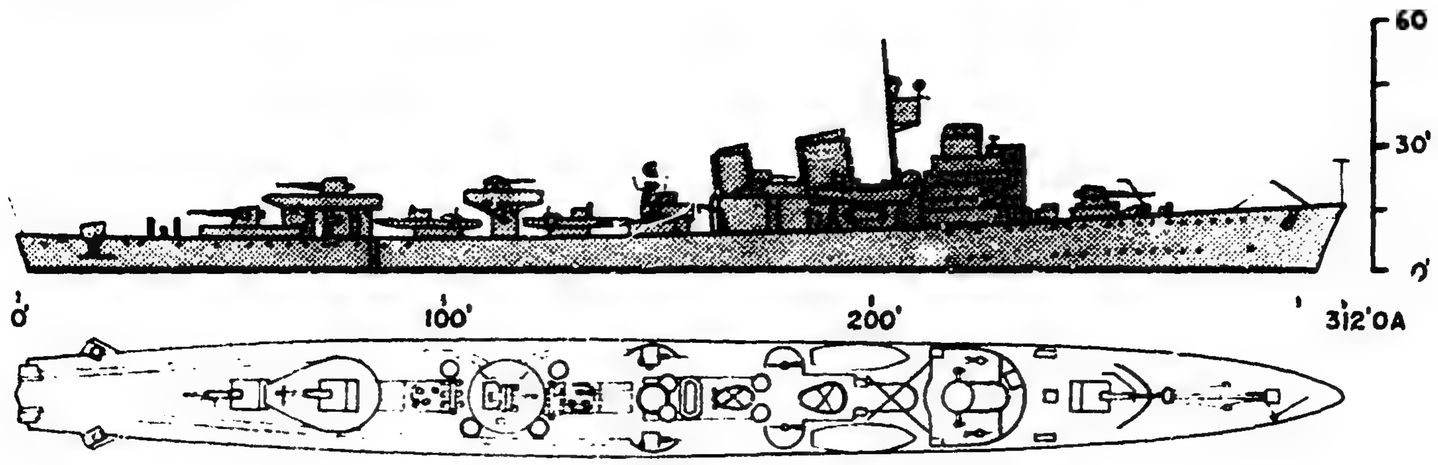
This class of large destroyers was ordered in place of a projected third unit of the TRE KRONOR Class cruisers. Like most Swedish-built destroyers, these ships are flush-deckers. The ÖLAND's were the first Swedish destroyers with their principal guns in twin mounts and have a comparatively heavy close defensive AA armament. It should be noted that, in overall appearance, this class closely resembles the Russian GORDIY Class destroyers. From the air the stern shape is a recognition feature.

DISPL.—1,800 tons
LENGTH—364'; BEAM—36'; DRAFT—11' (mean)
ARMAMENT—4 4.7"; 7 40 mm AA; 6 21" TT
SPEED—35 knots; COMPLETED 1947–48



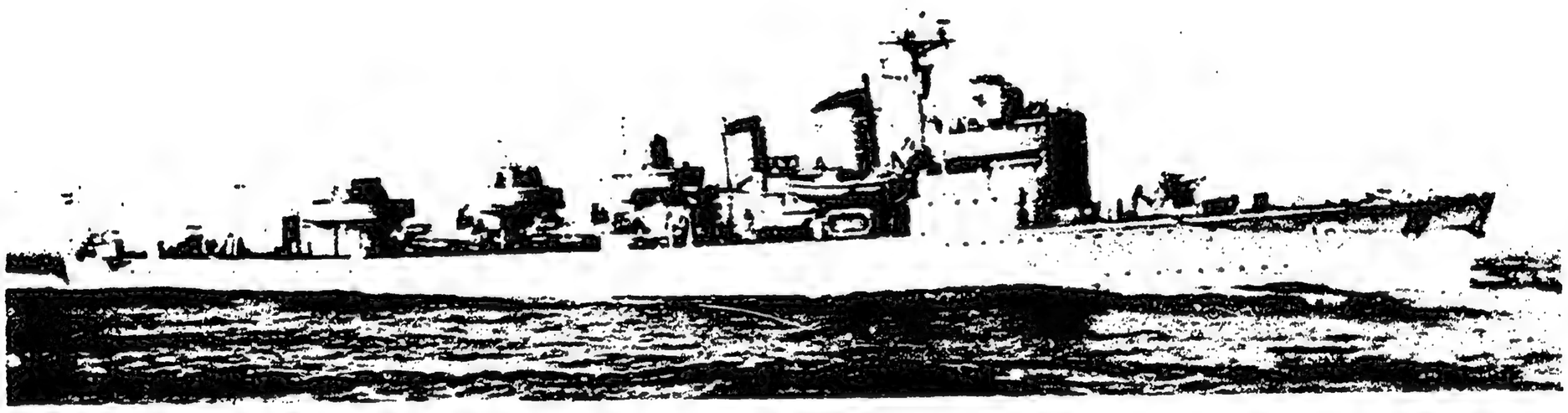
UPPLAND. circa 1954

SWEDEN—DD VISBY Class

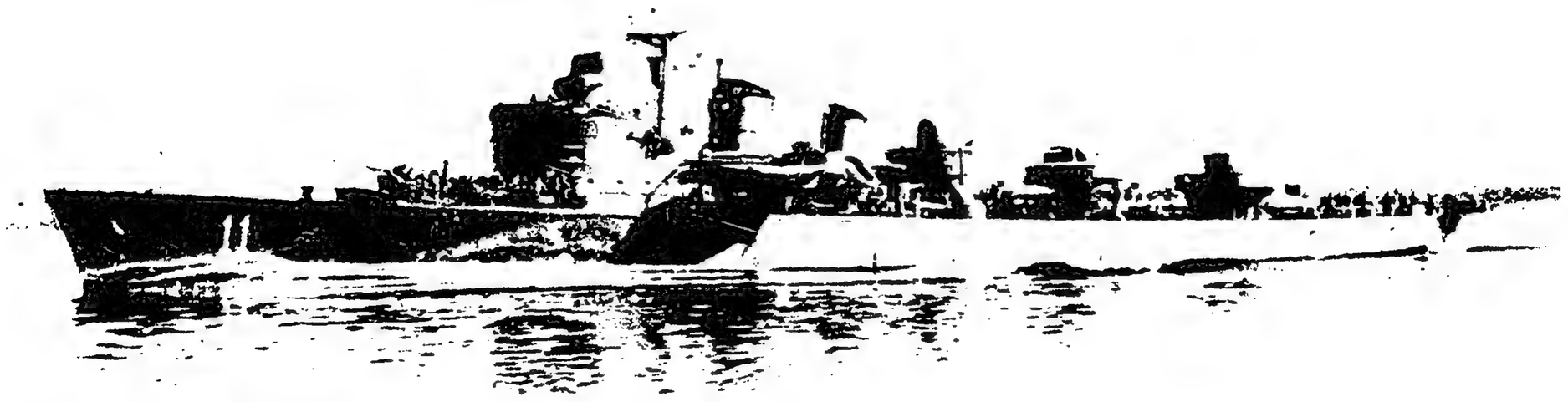


Like the ÖLAND Class destroyers, the VISBY Class is comparatively new in the Swedish Navy. However, its appearance is more like the earlier GÖTEBORG Class than the ÖLAND Class. It differs from the GÖTEBORG primarily in stern and mast appearance. The VISBY Class has the flat or transom stern, and the GÖTEBORG Class has the rounded stern. The VISBY Class has a pole mast, whereas the GÖTEBORG Class has the new "bipod" mast.

DISPL.—1,150 tons
LENGTH—320′; BEAM—29′ 6″; DRAFT—13′
ARMAMENT—3 4.7″; 4 40 mm AA; 6 21″ TT
SPEED—39 knots; COMPLETED—1943–44

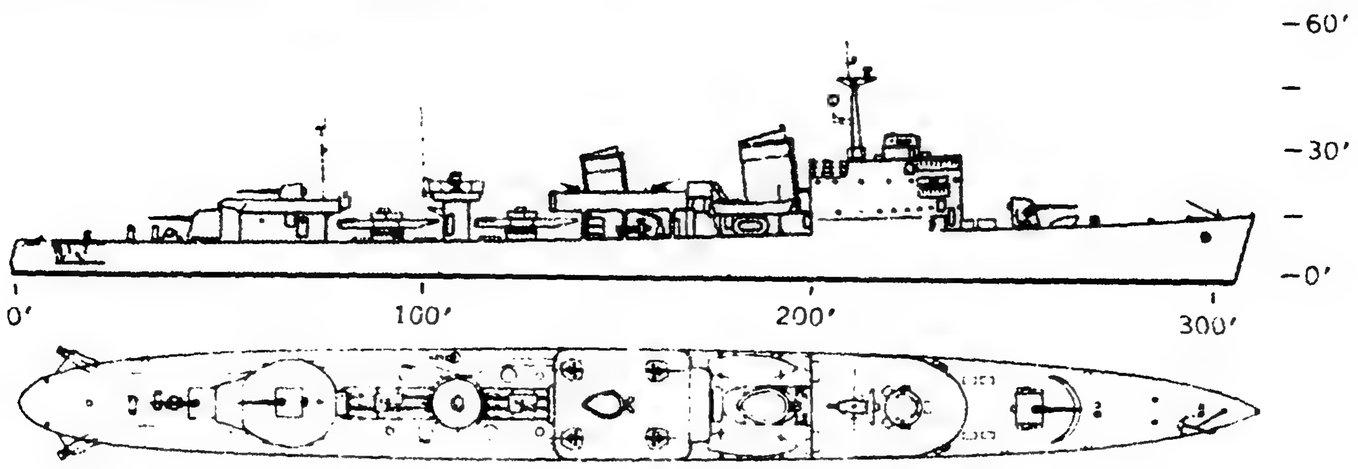


SUNDSVALL. circa 1954

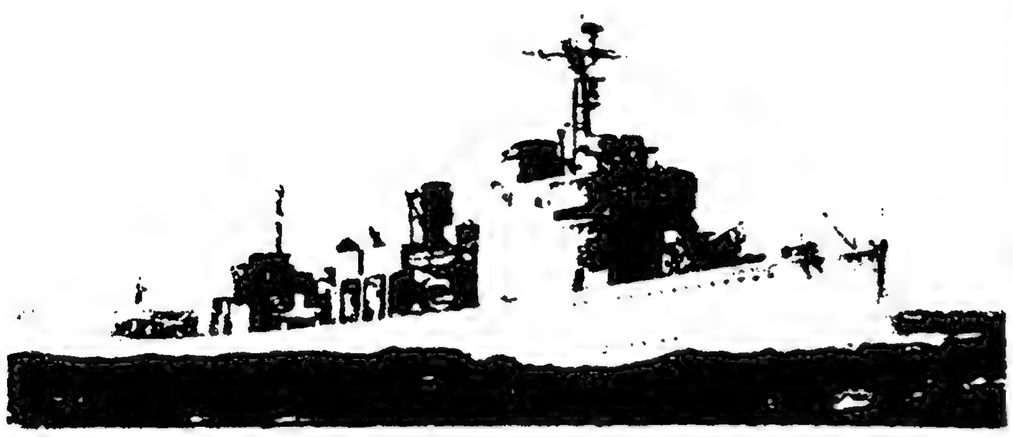


VISBY. circa 1954

SWEDEN—DD GÖTEBORG Class



1954.



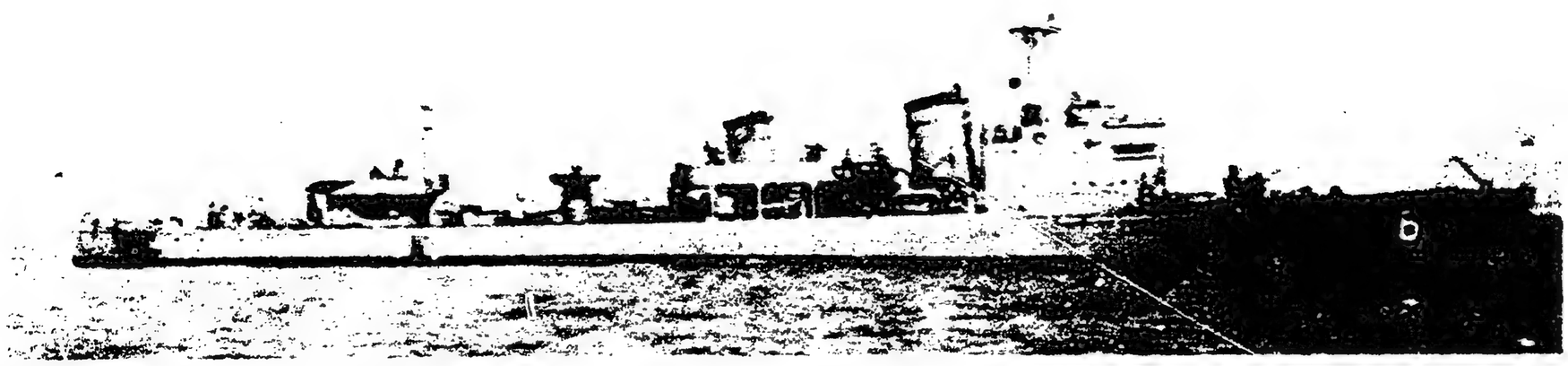
NORRKÖPING. 1954



GÄVLE. circa 1954

Units of the GÖTEBORG Class are easily recognized by their new "bipod" foremast and rounded stern. The first two ships in this class were laid down in 1933 and completed in 1936 and 1937 respectively. The GÖTEBORG was sunk in an accidental explosion in late 1941 but has since been salvaged and rebuilt. It has been reported that on trials following her reconstruction she exceeded her original speed. This class is quite similar to the VISBY Class recognitionally.

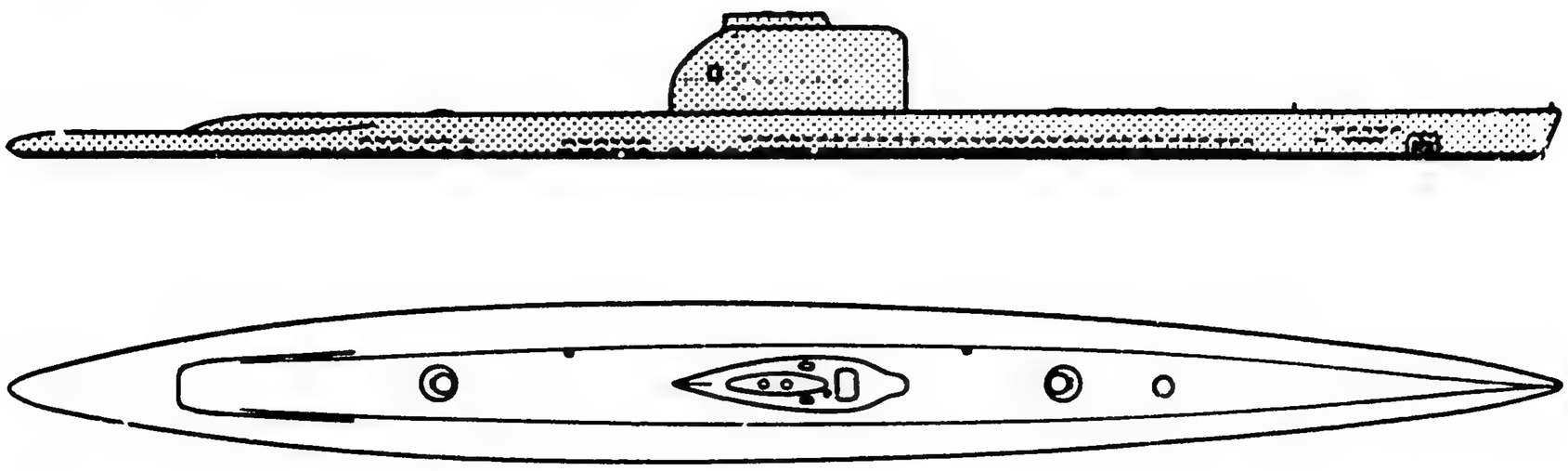
DISPL.—1,040 tons
LENGTH—310′; BEAM—32′ 6″; DRAFT—12′ 6″
ARMAMENT—3 4.7″; 4 40 mm AA; 6 21″ TT
SPEED—39 knots; COMPLETED—1936–41



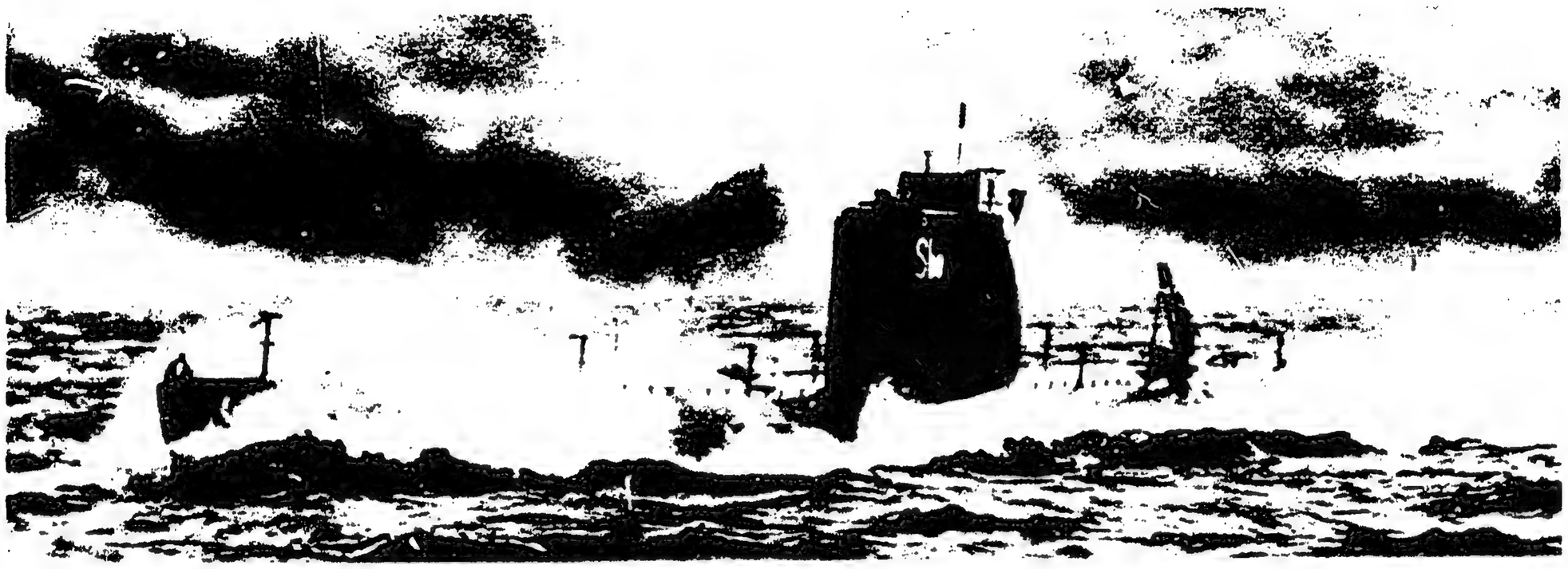
STOCKHOLM. circa 1954

343149 O - 55 - - 13

SWEDEN—SS SJÖLEJONET Class



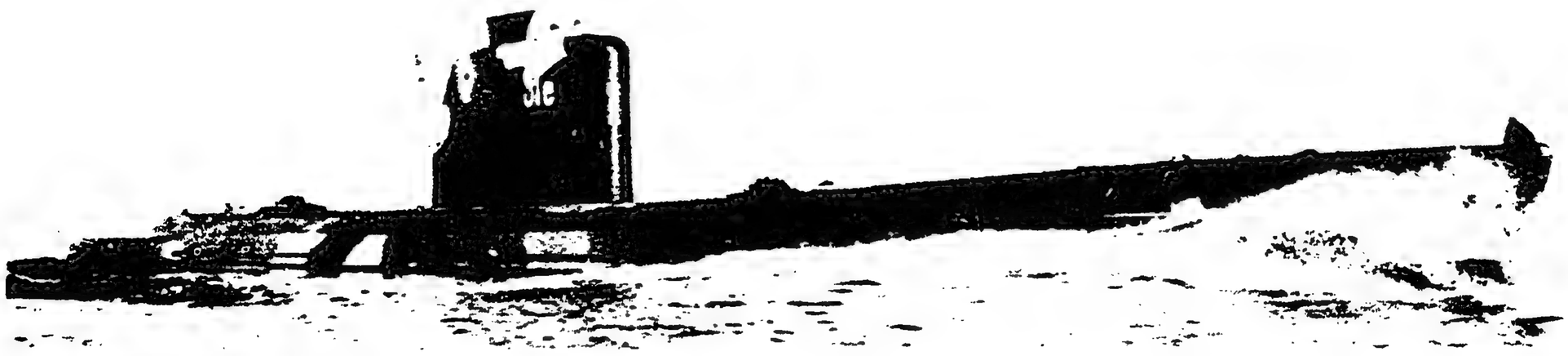
1954.



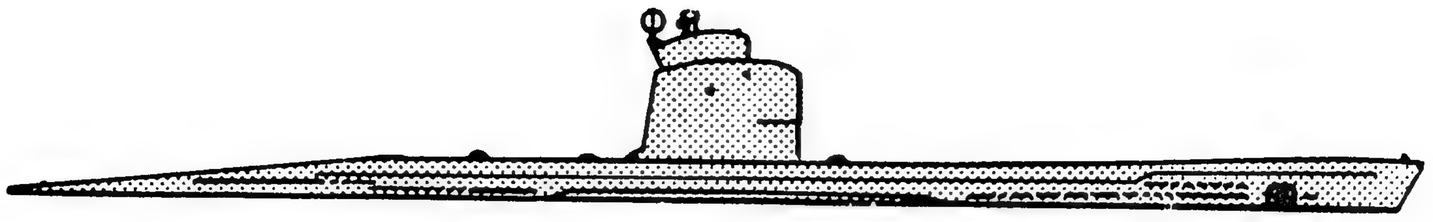
SJÖBORREN. circa 1954

The SJÖLEJONET Class of Swedish submarines is the oldest in their Navy. There are nine units of this class. The salient recognition features are the comparatively high freeboard, high narrow streamlined conning tower, and the lack of deck guns. Distinctive letters painted on the conning tower identify units in this class: "SLE"—SJÖLEJONET; "SHU"—SJÖHUNDEN; "SBJ"—SJÖBÖRNEN; "SBO"—SJÖBORREN "SF" — SVÄRDFISKEN; "TU"—TUMLAREN: "DY"—DYKAREN; "SHA"—SJÖHÄSTEN; "SOR"—SJÖORMEN.

DISPL.—580 tons
LENGTH—204′; BEAM—20′ 6″;
DRAFT—11′
ARMAMENT—4 21″ TT
SPEED—15 knots (surface), 10 knots (submerged):
COMPLETED—1937–42
MODERNIZED—1952–53

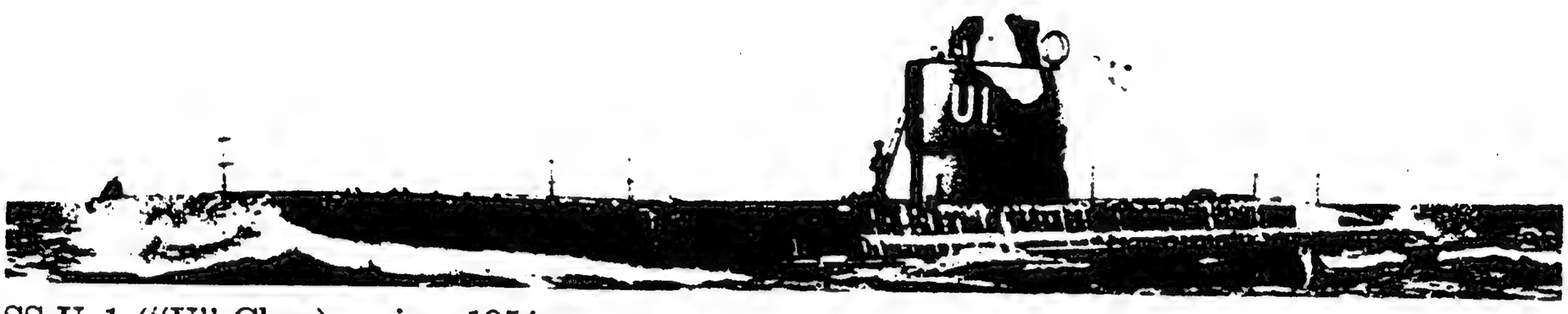


SJÖLEJONET. circa 1954

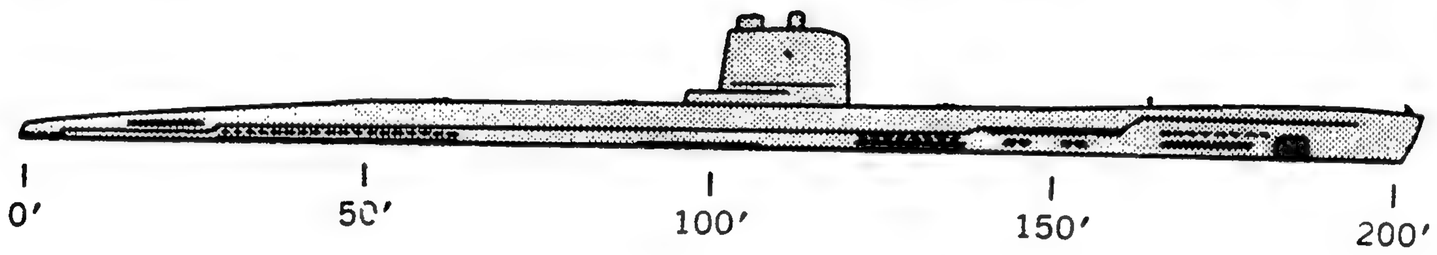


SS "U" Class
Units of this class are considered coastal types. The high narrow conning tower is the main recognition feature. All nine units have been streamlined and modernized and are identified by "U" numbers on the conning tower.

DISPL.—367 tons
LENGTH—164'; BEAM—17'; DRAFT—14'
ARMAMENT—4 21" TT
SPEED—15 knots; COMPLETED—1942–44
MODERNIZED—1952–53



SS U–1 ("U" Class). circa 1954



SS NÄCKEN Class
Recognitionally the three units of this class commissioned during the war show a strong German influence in design. The after side of the conning tower has a small step. Units of this class are fitted for minelaying.

DISPL.—550 tons
LENGTH—204'; BEAM—20'; DRAFT—10'
ARMAMENT—4 21" TT
SPEED—16 knots (surface), 10 knots (submerged); COMPLETED—1943; MODERNIZED—1951–52

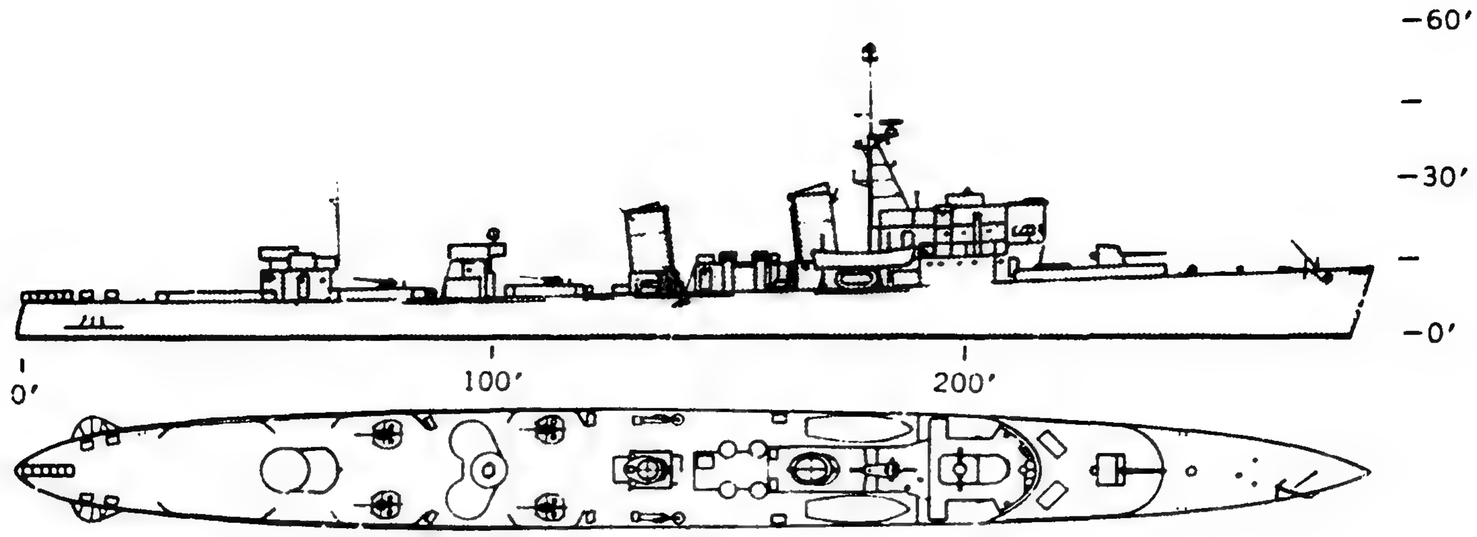


SS NEPTUN (NÄCKEN Class). circa 1954

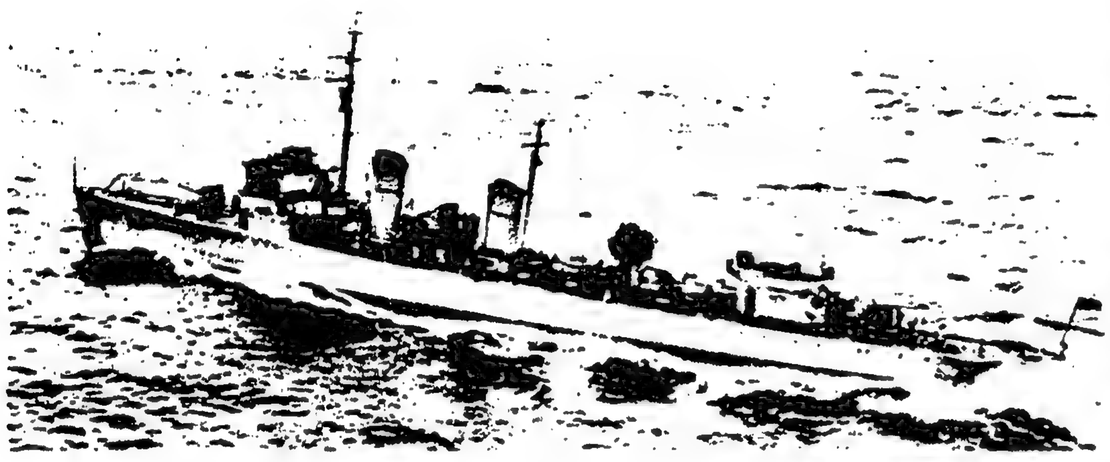


SS NACKEN (NÄCKEN Class). circa 1954

SWEDEN—DE EHRENSKÖLD Class and KLAS HORN



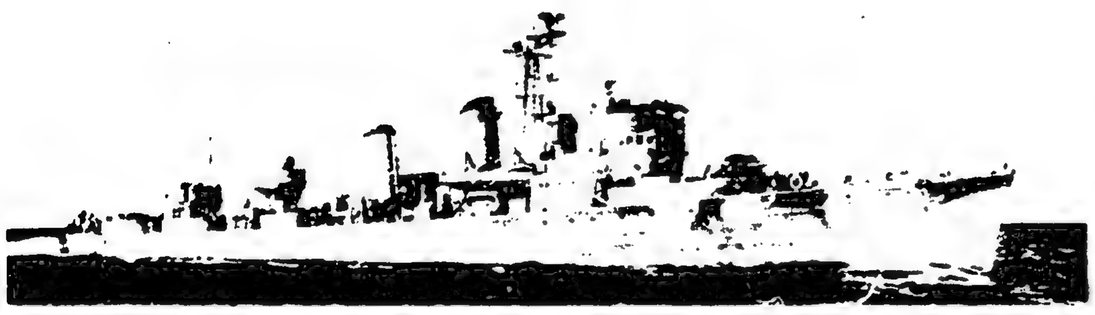
EHRENSKÖLD Class. circa 1954



KLAS HORN. circa 1932

The NORDENSKJÖLD and EHRENSKÖLD were laid down in 1924, completed in 1927, refitted in 1939, and converted into antisubmarine vessels in 1951. These vessels have a tripod foremast. The KLAS HORN, which is the newest of the group, was accidently sunk by an explosion in 1941 but has since been salvaged and refitted. Single 4.7″ gun mounts are located forward of the bridge, and in KLAS HORN, between the stacks and aft. KLAS HORN has a pole foremast.

DISPL.—925–1,020 tons
LENGTH—294–297′; BEAM—29′; DRAFT—13′
ARMAMENT—1 4.7″; 4 40 mm AA; (KLAS HORN: 3 4.7″; 6 25 mm AA, 6 21″ TT)
SPEED—35 knots; COMPLETED—1927–32



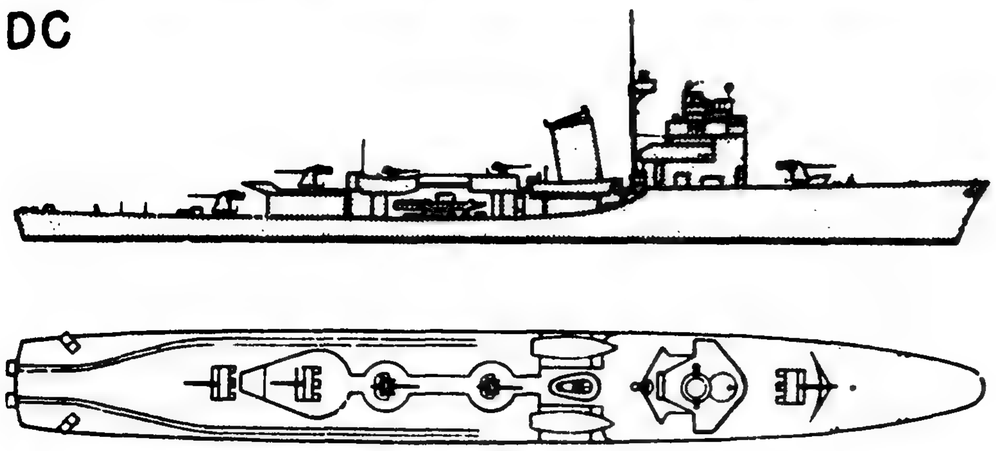
EHRENSKÖLD. circa 1954



EHRENSKÖLD. circa 1954

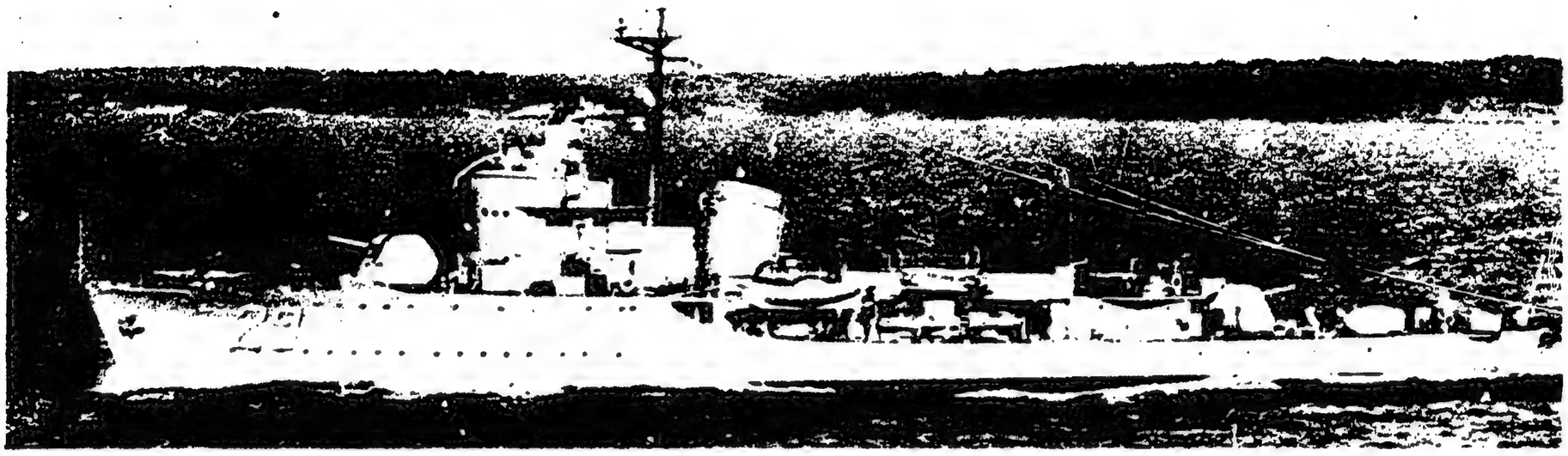
SWEDEN—Minor Combatants and Auxiliary Types

DC



MODE Class 256' oa

DC MODE Class
DISPL.—700 tons
LENGTH—256′; BEAM—26′6″; DRAFT—8′
ARMAMENT—3 4.1″ DP; 2 40 mm AA; 3 21″ TT
SPEED—30 knots; COMPLETED—1942–43



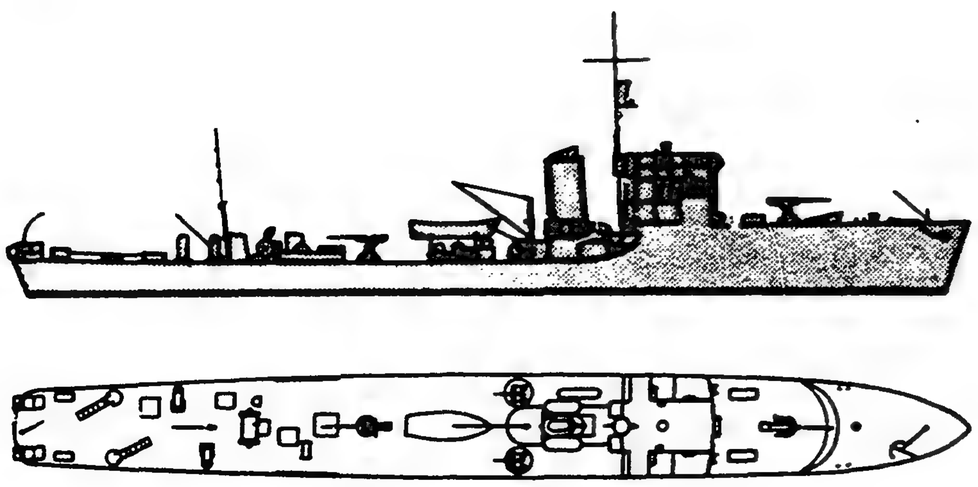
MODE Class circa 1954

DC

ROMULUS Class (Italian SPICA Class) 264' oa

DC ROMULUS Class (Italian SPICA Class)
DISPL.—870 tons
LENGTH—264′; BEAM—27′; DRAFT—10′
ARMAMENT—3 3.9″ DP; 6 20 mm AA; 4 17.7″ TT
SPEED—34 knots; COMPLETED—1935

PC

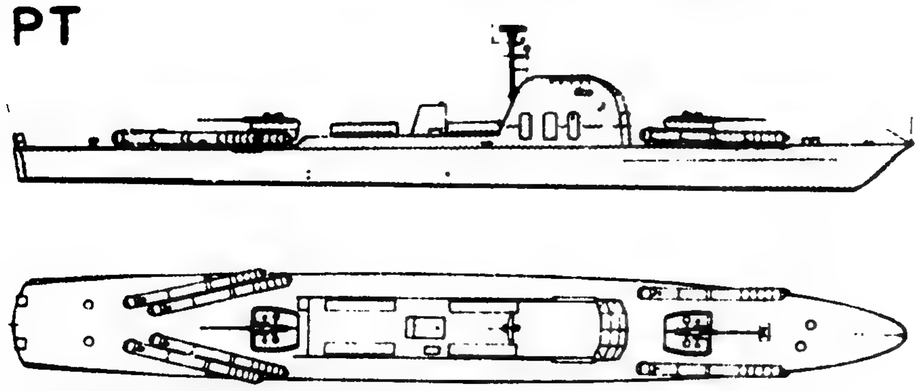


JÄGAREN Class 170' oa

PC JÄGAREN Class
DISPL.—287 tons
LENGTH—170′; BEAM—20′; DRAFT—9′
ARMAMENT—2 3″ DP
SPEED—23 knots; COMPLETED—1934–36

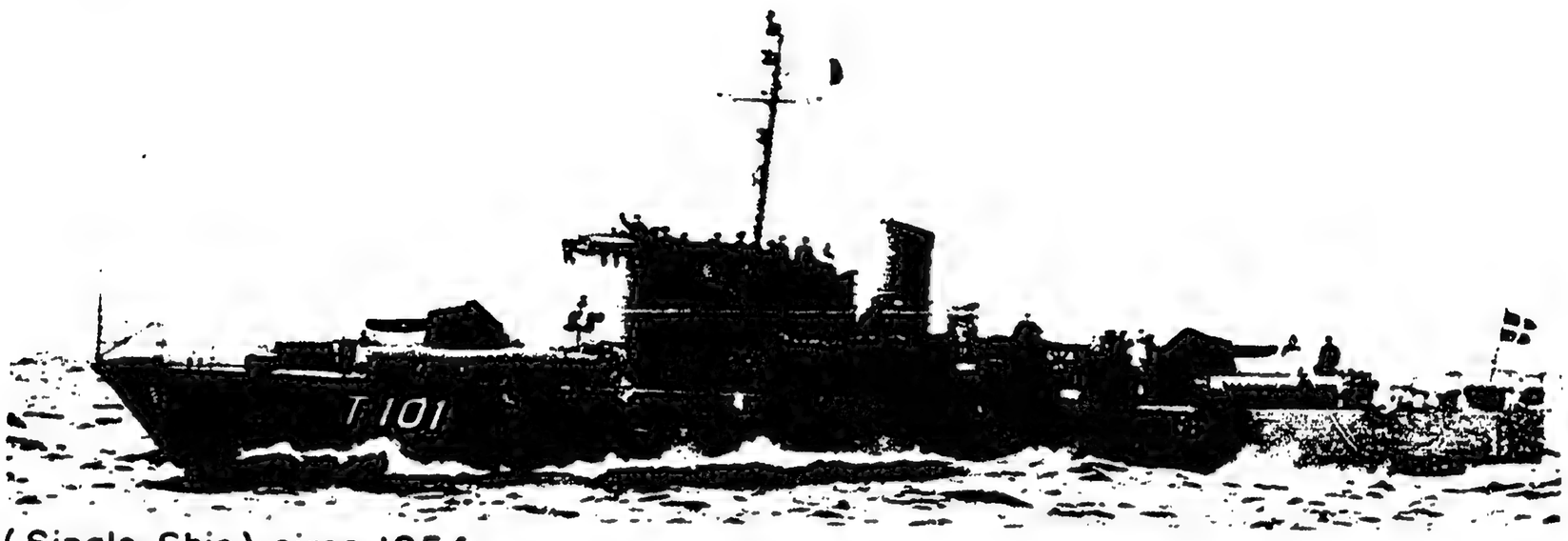
SWEDEN—Minor Combatant and Auxiliary Types

PT



T-101 Class 158' oa

PT T-101 Class
DISPL.—140 tons
LENGTH—158'; BEAM—19'; DRAFT—
ARMAMENT—1-2 20 mm AA; 4-6 21" TT
SPEED—40.5 knots; COMPLETED—1951-

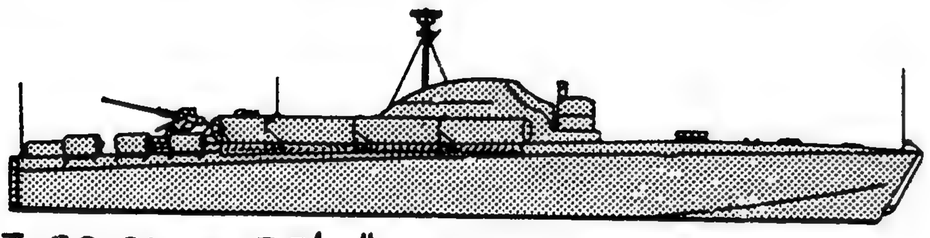


T-101 (Single Ship) circa 1954



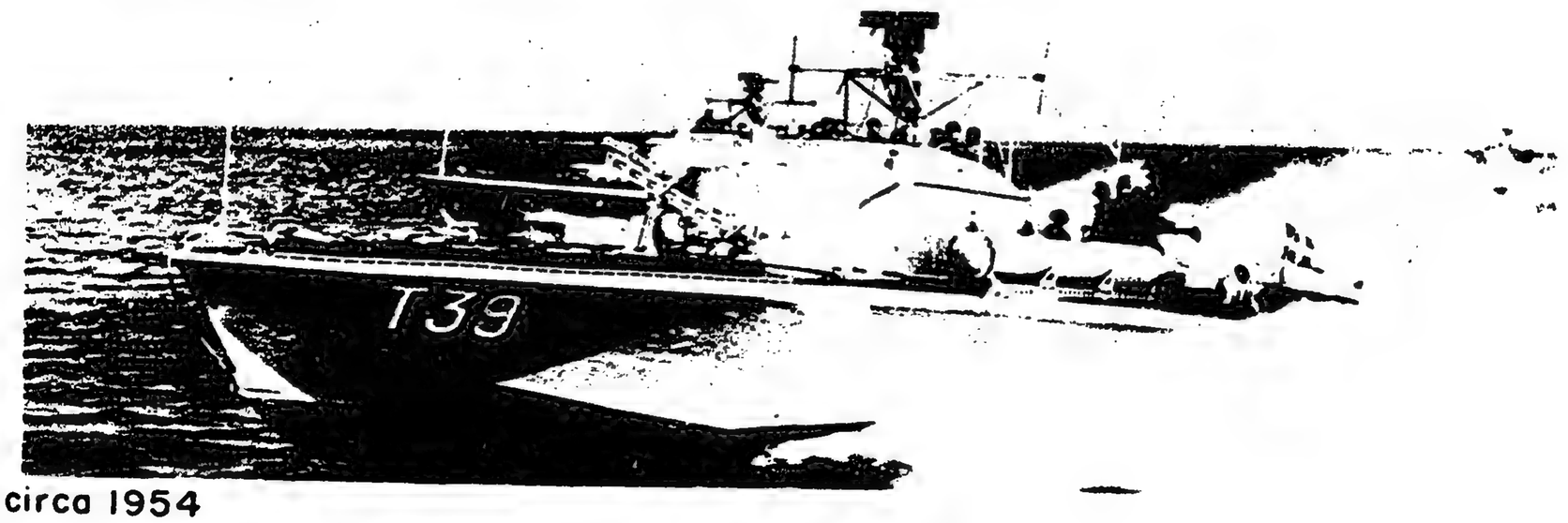
T-102 (all remaining ships of T-101 Class resemble T-102)

PT



T-32 Class 75' 6" oa

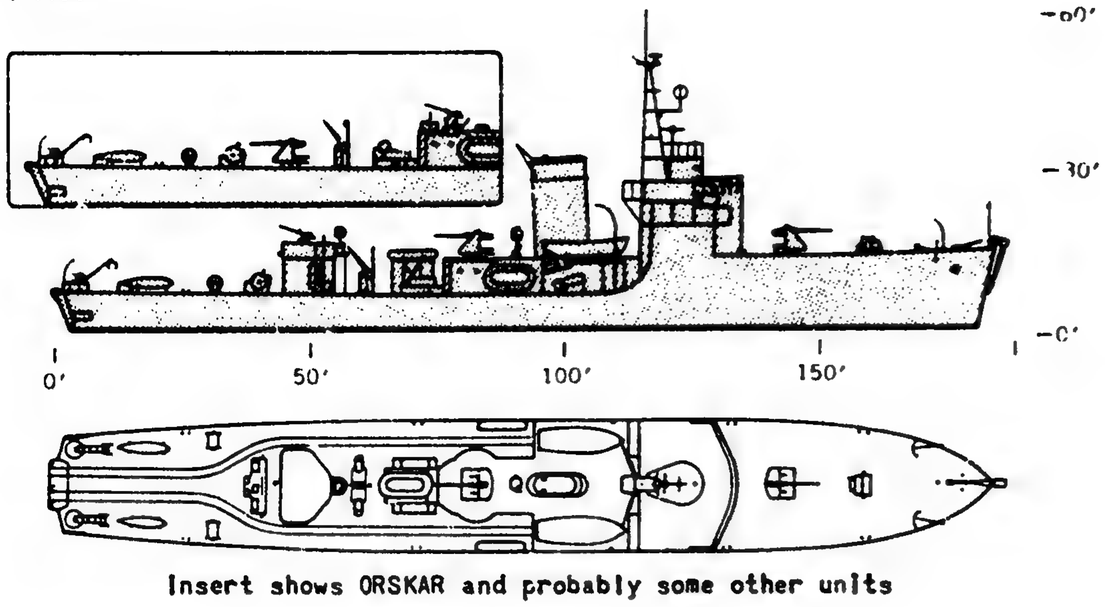
PT T-32 Class
DISPL.—40 tons
LENGTH—75'6"; BEAM—17'; DRAFT—
ARMAMENT—1 40 mm AA; 2 21" TT
SPEED—50 knots; COMPLETED—1951-



T-39 circa 1954

SWEDEN—Minor Combatants and Auxiliary Types

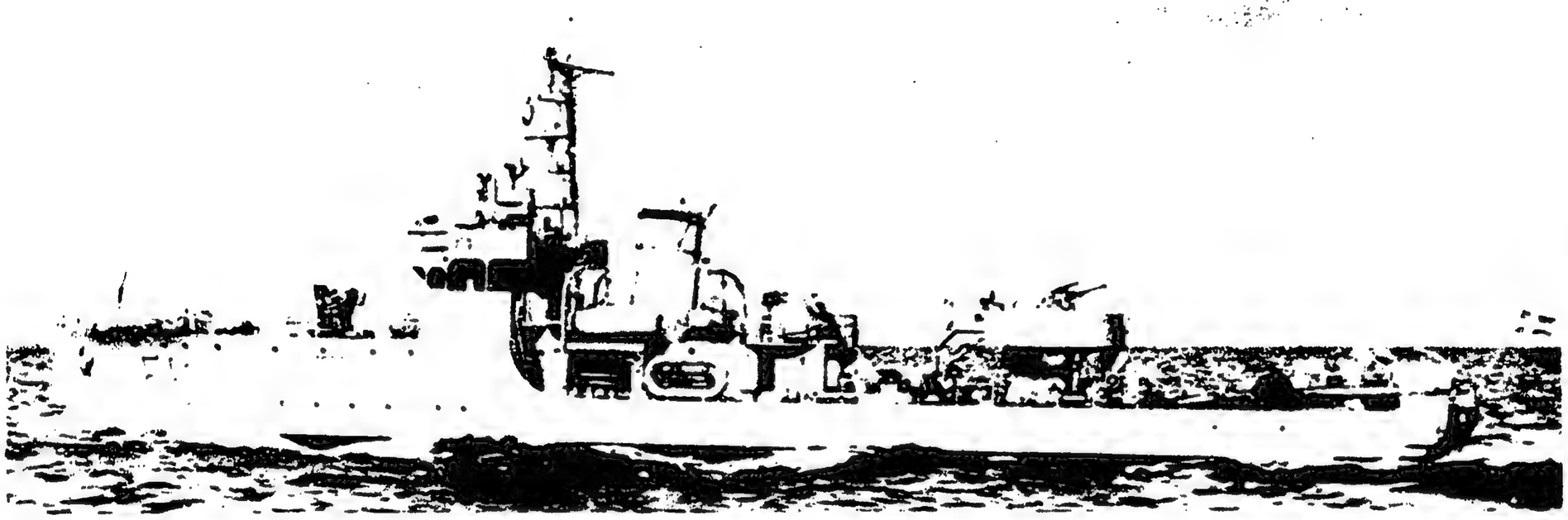
AM



Insert shows ORSKAR and probably some other units

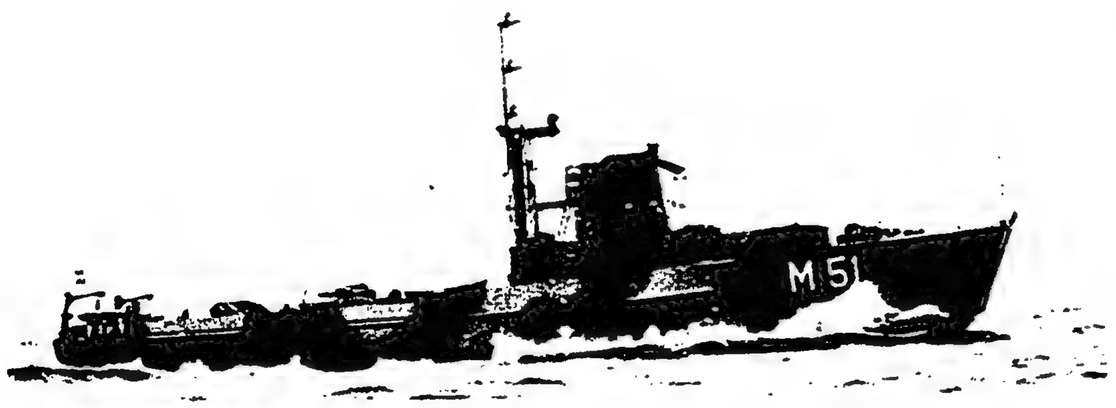
ARHOLMA Class 186'oa

AM ARMHOLMA Class
DISPL.—369–375 tons
LENGTH—186′; BEAM—25′;
DRAFT—7′
ARMAMENT—2 4.1″ AA;
2 25 mm AA
SPEED—17 knots;
COMPLETED—1939–41



HOLMÖN (ARHOLMA Class) circa 1954

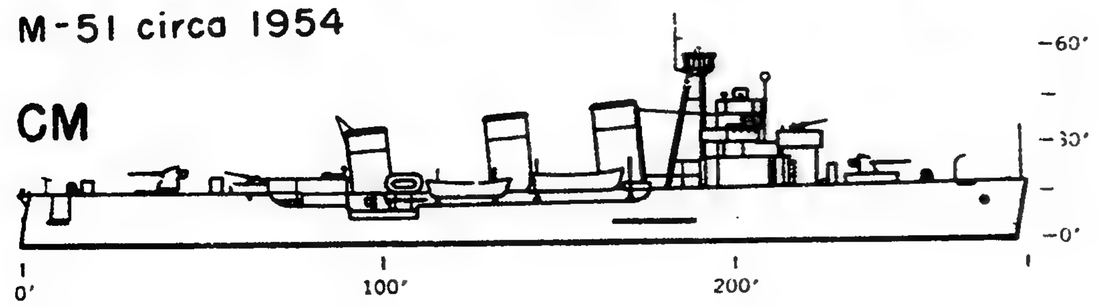
AMS



M-51 circa 1954

AMS M–51 Class
DISPL.—260 tons
LENGTH—138′; BEAM—25′;
DRAFT—6′
ARMAMENT—2 40 mm AA
SPEED—14.5 knots;
COMPLETED—1951–

CM

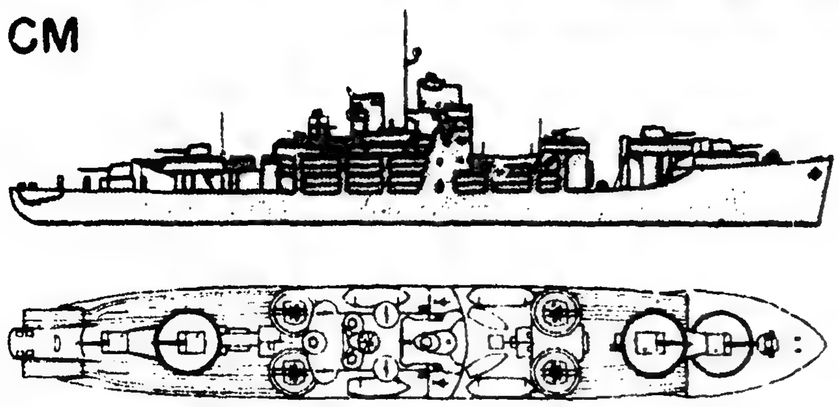


CLAS FLEMING 282' oa

CM CLAS FLEMING
DISPL.—1,735 tons
LENGTH—282′; BEAM—34′;
DRAFT—14′
ARMAMENT—4 4.7″; 3 40 mm AA
SPEED—20 knots;
COMPLETED—1914;
RECONSTRUCTED—1940

SWEDEN—Minor Combatant and Auxiliary Types

CM



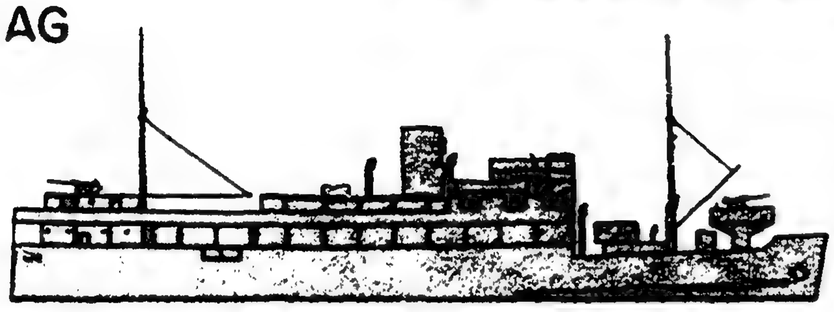
ÄLVSNABBEN 335'oa

CM ÄLVSNABBEN
DISPL.—4,000 tons
LENGTH—335′; BEAM—44′ 6″;
DRAFT—16′
ARMAMENT—4 6″; 8 40 mm AA
SPEED—14 knots; COMPLETED—1943



ÄLVSNABBEN circa 1954

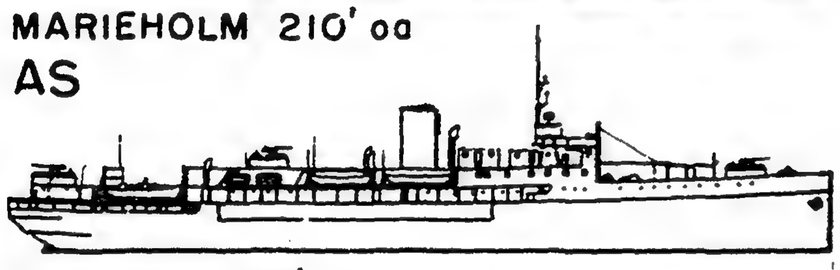
AG



MARIEHOLM 210' oa

AG MARIEHOLM
DISPL.—1,445 tons
LENGTH—210′; BEAM—32′ 6″;
DRAFT—14′
ARMAMENT—2 40 mm AA
SPEED—12 knots; COMPLETED—1934

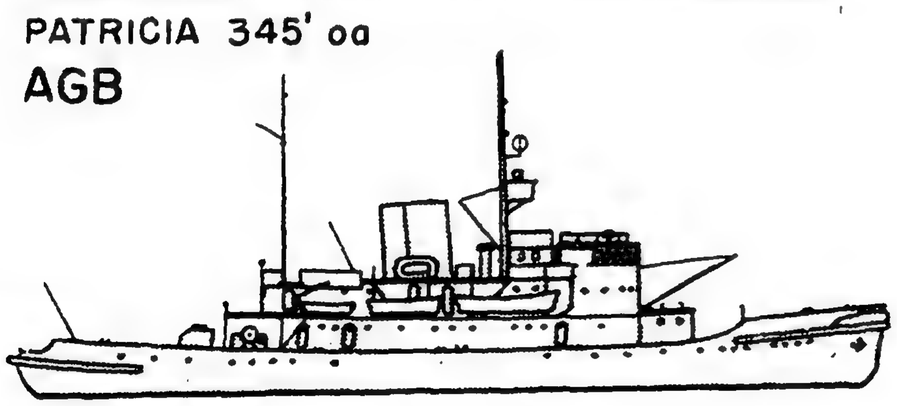
AS



PATRICIA 345' oa

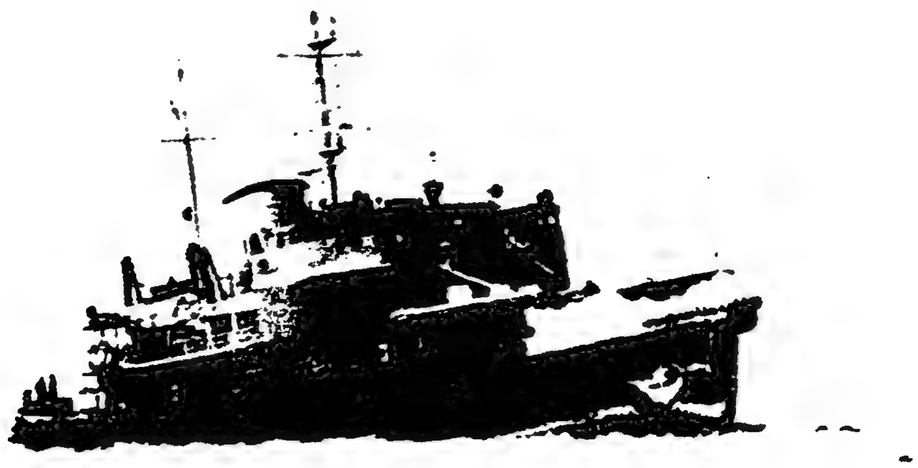
AS PATRICIA
DISPL.—4,950 tons
LENGTH—345′; BEAM—47′ 6″;
DRAFT—20′
ARMAMENT—8 40 mm AA; 2 20 mm AA
SPEED—15 knots; COMPLETED—1926;
CONVERTED—1940

AGB



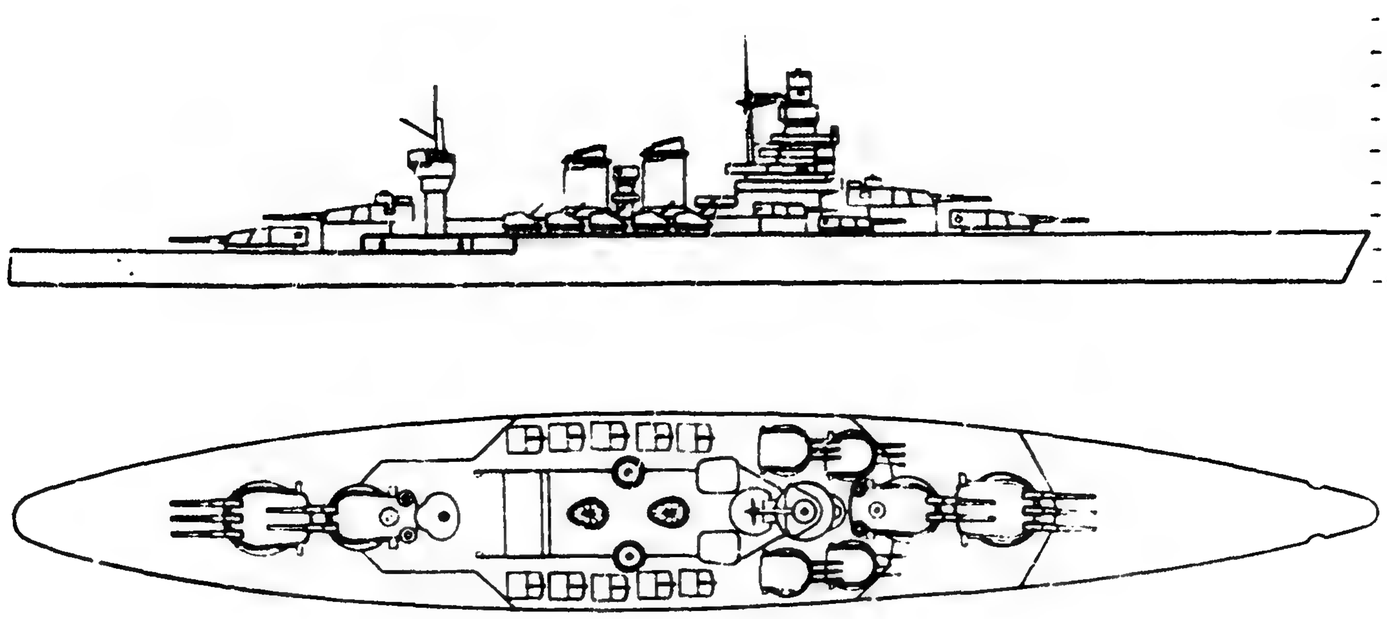
THULE 204'oa

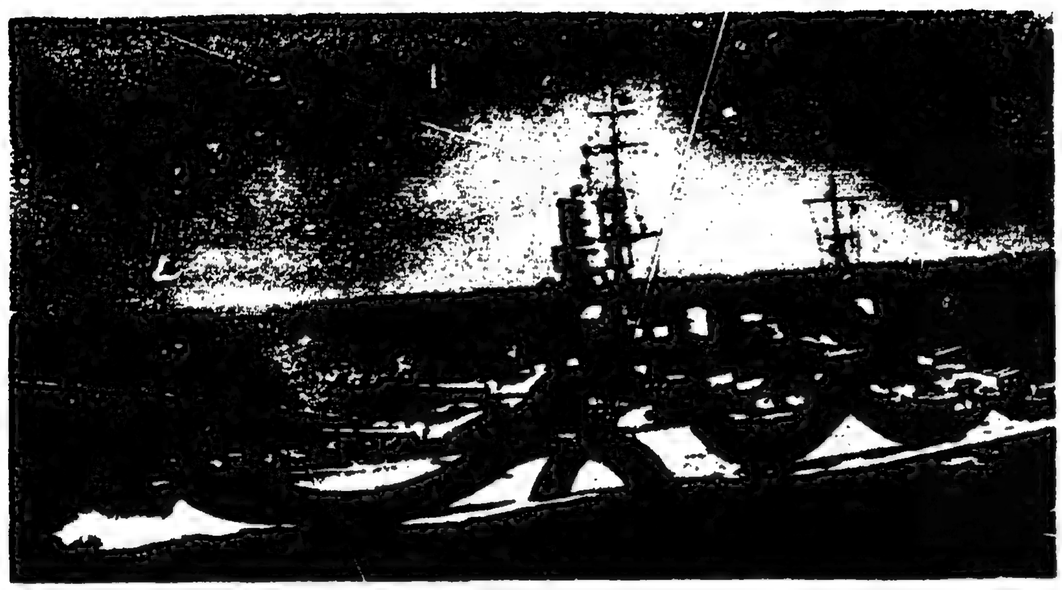
AGB THULE Class
DISPL.—1,900 tons
LENGTH—204′; BEAM—50′; DRAFT—18′
ARMAMENT—
SPEED—16–17 knots; COMPLETED—1952



THULE circa 1954

ITALY—OBB DUILIO Class





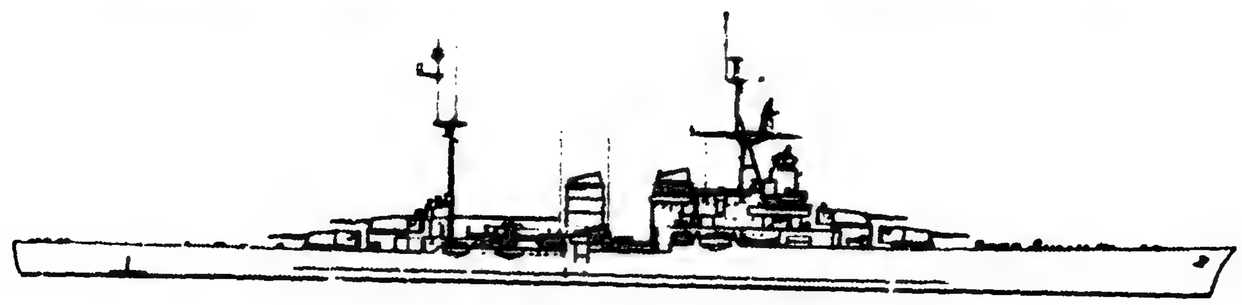
DORIA. 1943

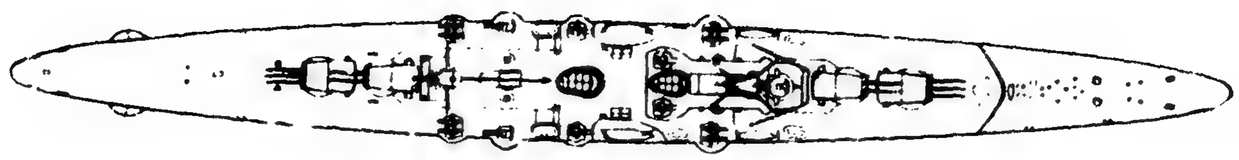
The DORIA and DUILIO units were originally entirely different in appearance but were entirely reconstructed and modernized in 1937–40. Like the GARIBALDI Class cruisers, the DORIA has two closely-spaced vertical stacks and twin turrets over triple. But unlike the GARIBALDI, the tower bridge is considerably higher and the mainmast is extremely heavy. The 12.6″ guns are a Terni model, and reported to have given remarkably successful results in proof tests.

DISPL.—23,622 tons
LENGTH—612′; BEAM—92′; DRAFT—33′
ARMAMENT—10 12.6″/44; 12 5.3″/45; 10 3.5″/50 DP; 19 37 mm AA
SPEED—27 knots; COMPLETED—1915–16 (Reconstructed 1937–40)



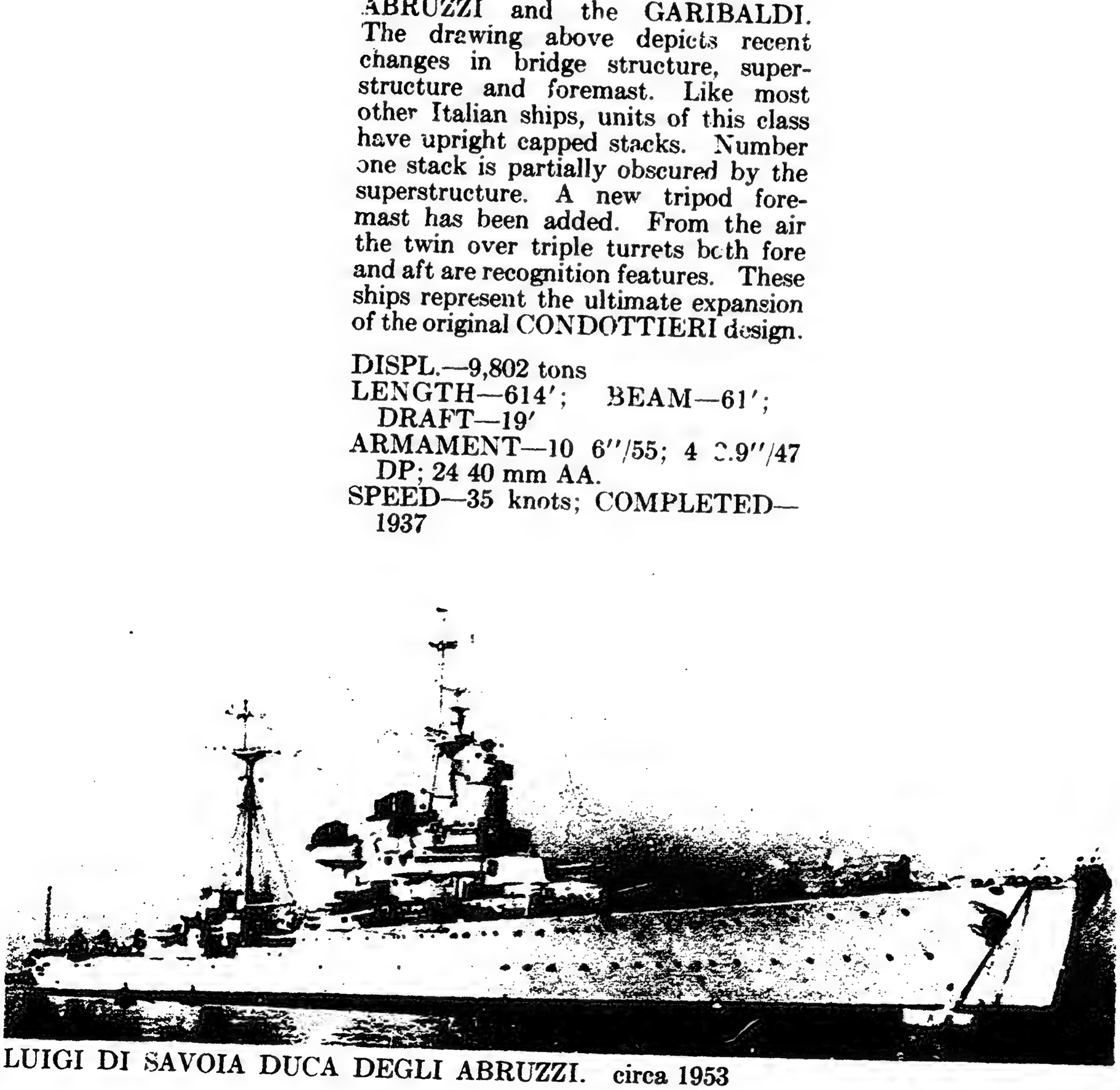
DUILIO. 1943





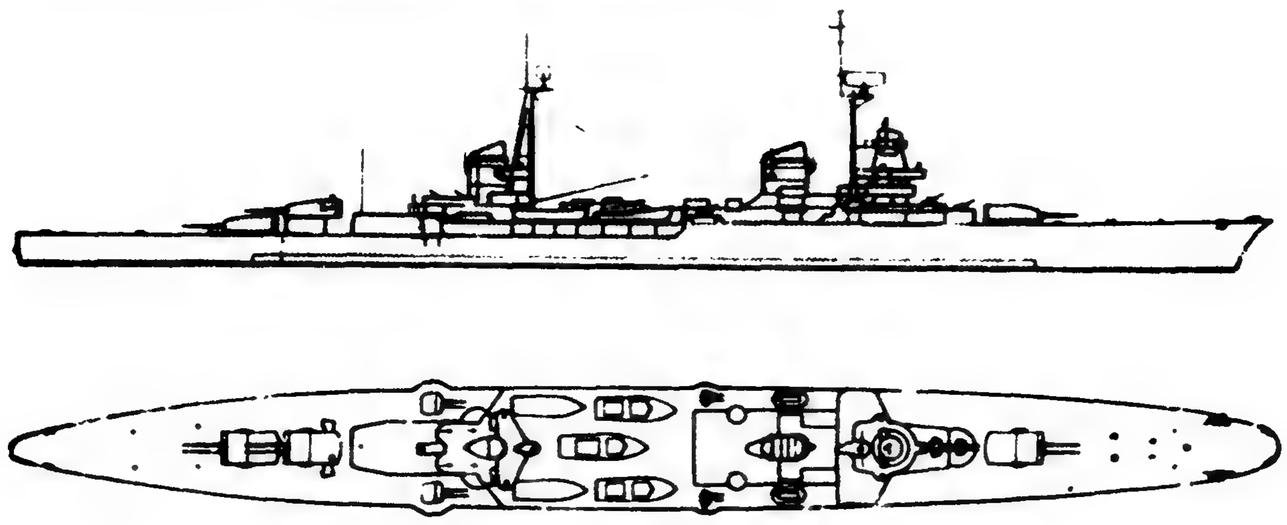
The two units of this class are the ABRUZZI and the GARIBALDI. The drawing above depicts recent changes in bridge structure, superstructure and foremast. Like most other Italian ships, units of this class have upright capped stacks. Number one stack is partially obscured by the superstructure. A new tripod foremast has been added. From the air the twin over triple turrets both fore and aft are recognition features. These ships represent the ultimate expansion of the original CONDOTTIERI design.

DISPL.—9,802 tons
LENGTH—614′; BEAM—61′; DRAFT—19′
ARMAMENT—10 6″/55; 4 3.9″/47 DP; 24 40 mm AA.
SPEED—35 knots; COMPLETED—1937



LUIGI DI SAVOIA DUCA DEGLI ABRUZZI. circa 1953

ITALY—CL RAIMONDO MONTECUCCOLI





MONTECUCCOLI. circa 1954

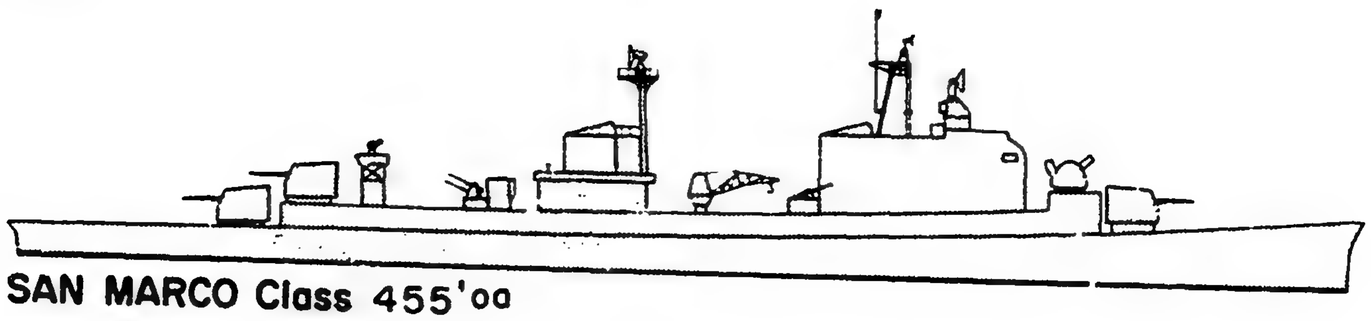
The drawing above depicts recent construction changes. The two most important changes are the new pole foremast and the replacement of the number two gun turret with two twin 40-mm AA mounts. Laid down in October 1931 and completed in July 1935, she made 39.4 knots on trials (not fully loaded). A sister ship, MUZIO ATTENDOLO, was sunk by Allied bombing at Naples in late 1942, and has recently been refloated. The vertical stacks are widely spaced and capped. Number two stack is located aft of the tripod mainmast. The bridge conning tower is a trunked cone. From the air the shape of the deck near the bow and the absence of the number two turret are salient identification features.

DISPL.—6,941 tons
LENGTH—598′; BEAM—54′ 6″; DRAFT—20′ 6″
ARMAMENT—6 6″/53; 4 3.9″/47 DP; 8 40 mm AA
SPEED—37 knots; COMPLETED—1935



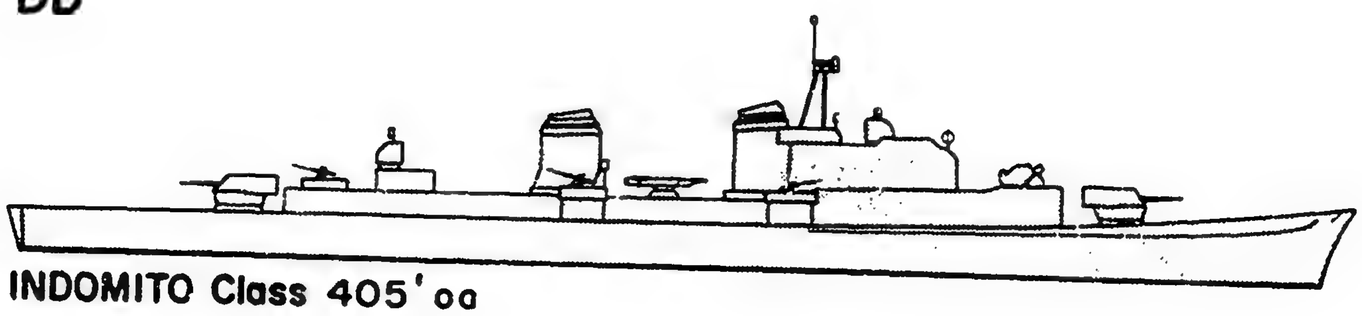
MONTECUCCOLI. 1954

DL

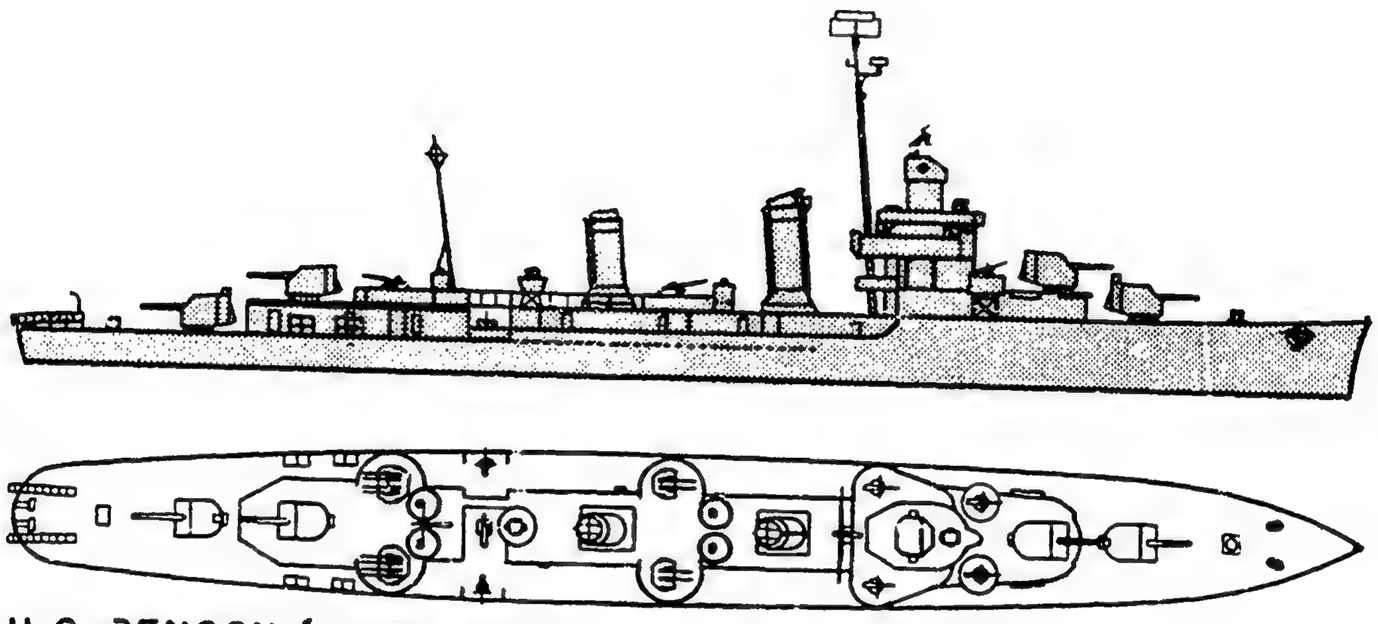


SAN MARCO Class 455'oo

DD



INDOMITO Class 405'oo



U. S. BENSON/LIVERMORE Class 348'oo

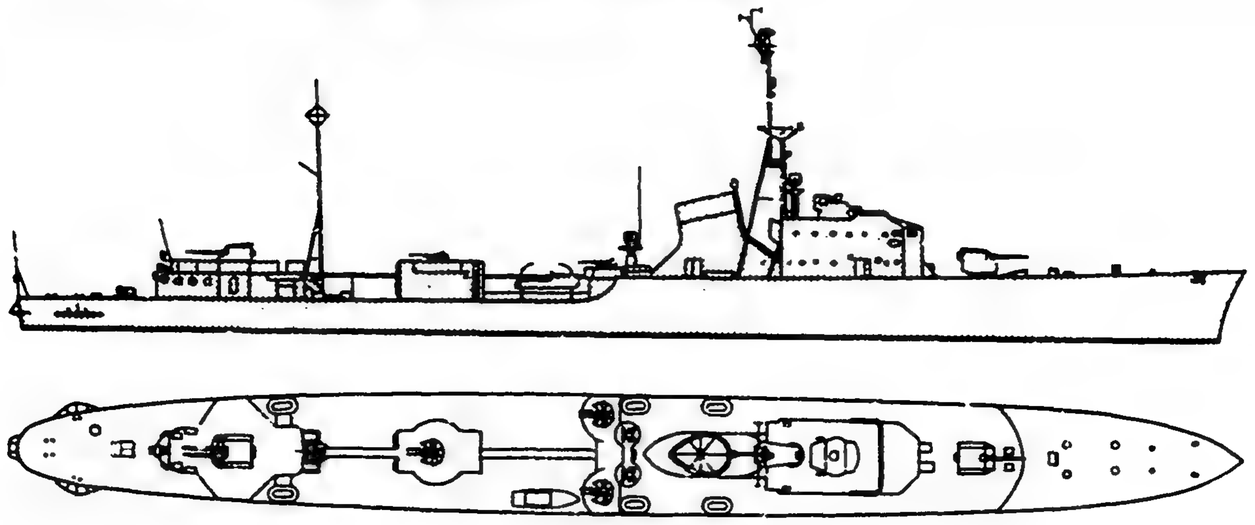
ITALY—Ship Data

DL SAN MARCO Class
DISPL.—3,500 tons
LENGTH—455′; BEAM—47′; DRAFT—17′
ARMAMENT—6 5″/38 DP; 20 40 mm AA
SPEED—36 knots; COMPLETED—(being reconstructed)

DD INDOMITO Class
DISPL.—2,775 tons
LENGTH—405′; BEAM—43′; DRAFT—14′
ARMAMENT—4 5″/38 DP; 16 40 mm AA; 2 21″ TT
SPEED—34 knots; COMPLETED—

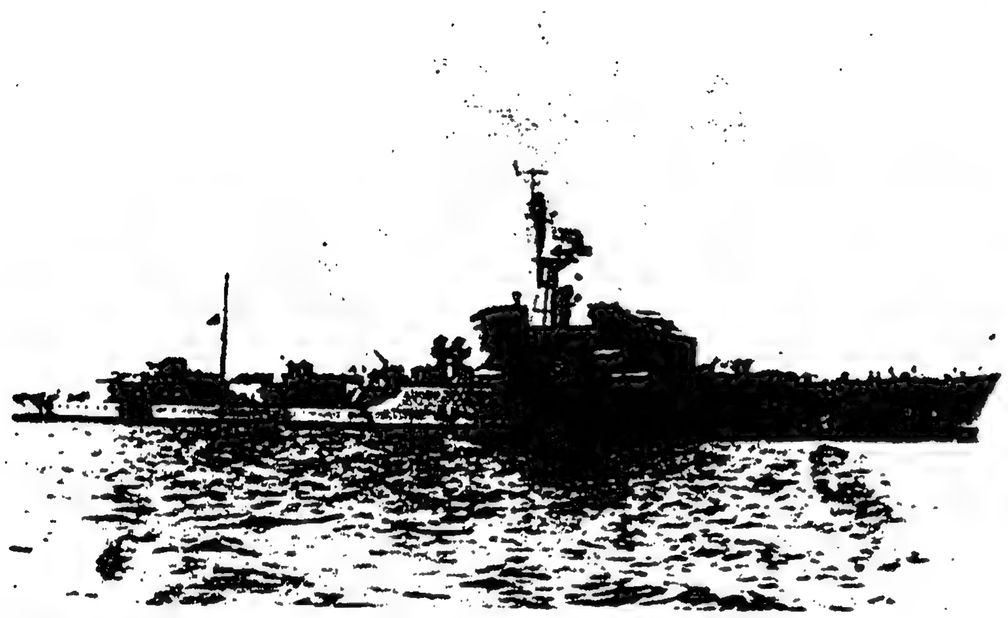
DD U. S. BENSON/LIVERMORE Class
DISPL.—1,630 tons
LENGTH—348′; BEAM—36′; DRAFT—18′
ARMAMENT—4 5″/38 DP; 12 40 mm AA
SPEED—36 knots; COMPLETED—1941–42

ITALY—DD SOLDATI Class and GRECALE



Recognitionally these destroyers are similar to the Russian GORDIY Class but can be identified by the large "double" bridge structure and one gun-house forward and one aft. Another recognition feature is the lack of any sizable object aft of the trunked stack. This lack of superstructure coupled with the low freeboard gives these ships very little silhouette. Two near-sisters of the "Improved SOLDATI" Class were transferred to the Russian Navy in 1949.

DISPL.—1,830 tons (GRECALE—1,641 tons)
LENGTH—351′; BEAM—33′ 6″; DRAFT—14–15′
ARMAMENT—3 4.7″/50; 6 40 mm AA; 3 21″ TT (tri); (GRECALE—O TT)
SPEED—38 knots; COMPLETED—1934–39



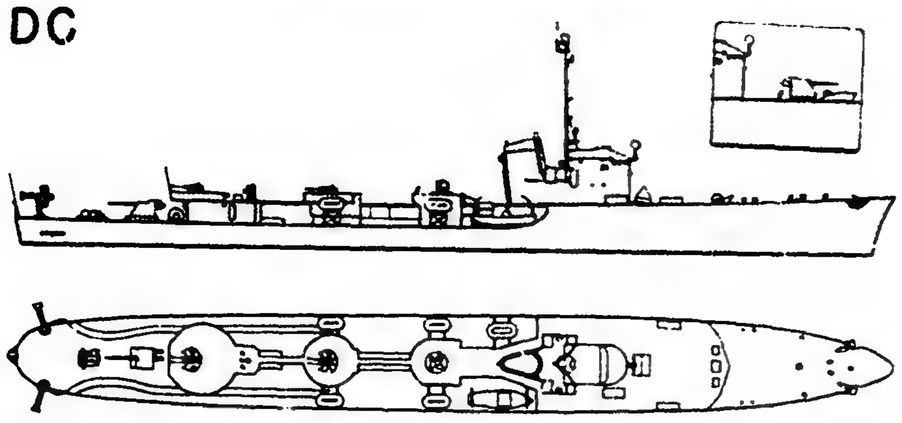
GRECALE. circa 1954



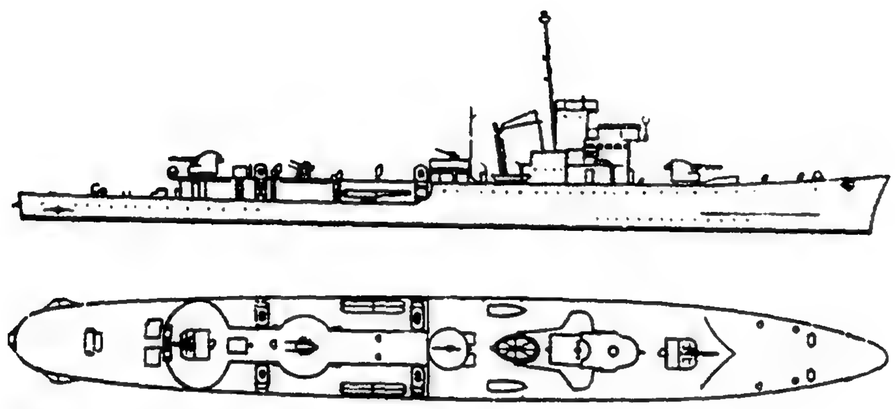
GRANATIERE (SOLDATI Class). circa 1953

ITALY—Minor Combatant and Auxiliary Types

DC

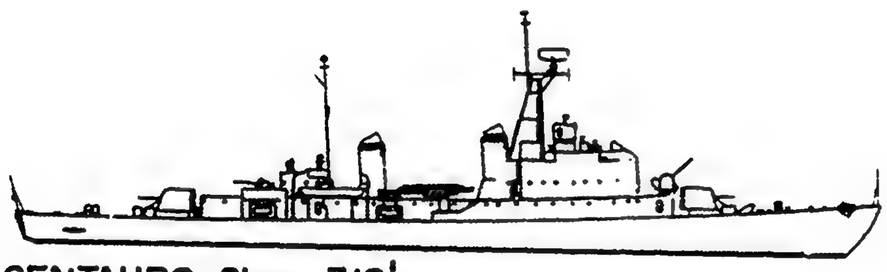


SPICA-PARTINOPE Class 269'-280'oa

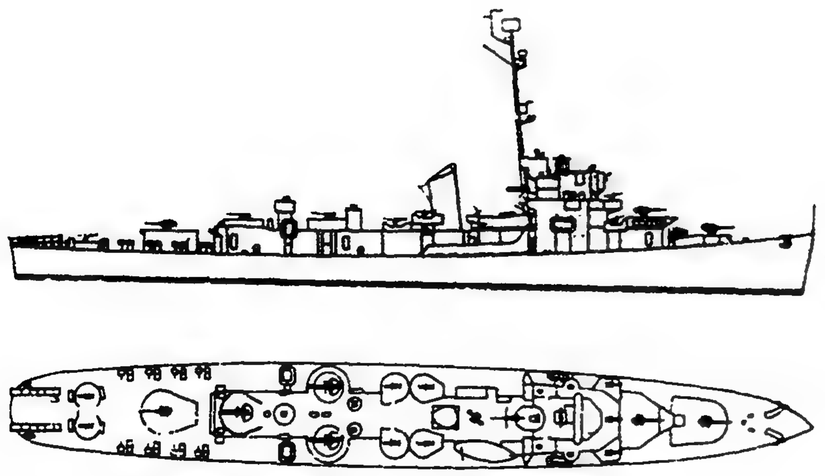


ORSA Class 293'oa

DE

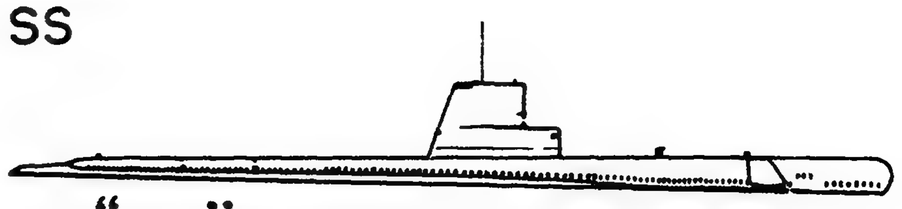


CENTAURO Class 318'oa

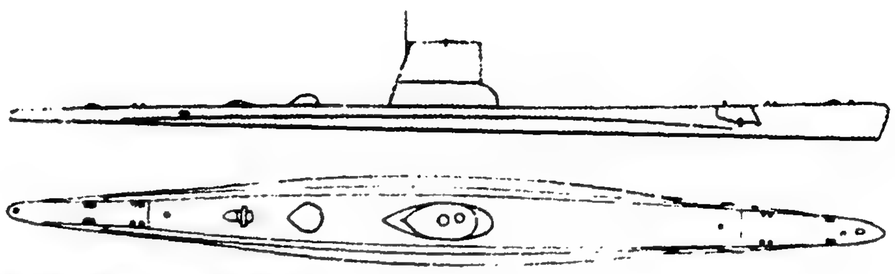


U. S. BUCKLEY Class 306' oa

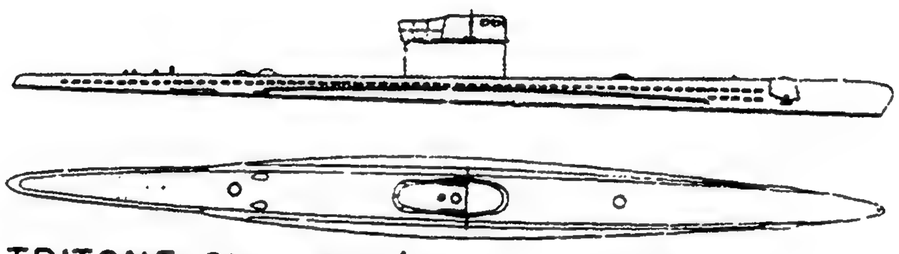
SS



U. S. "Guppy" Type 311' oa

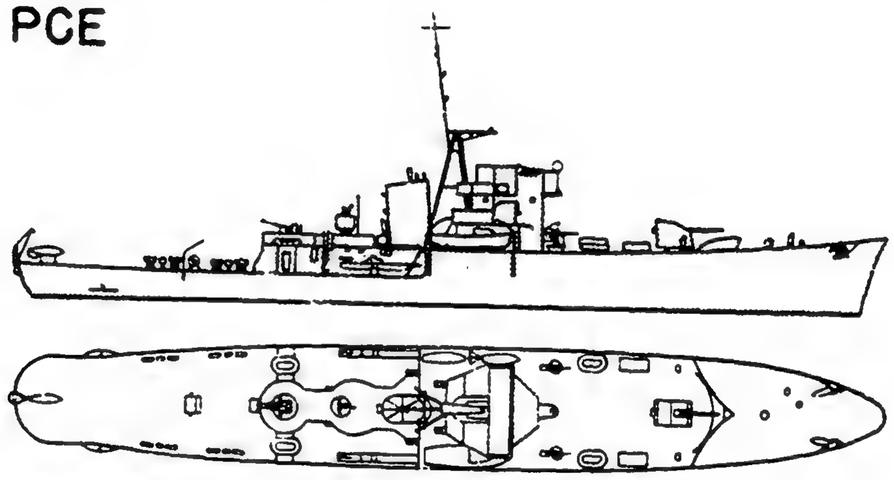


GIADA (ACCIAIO Class) 197'oa



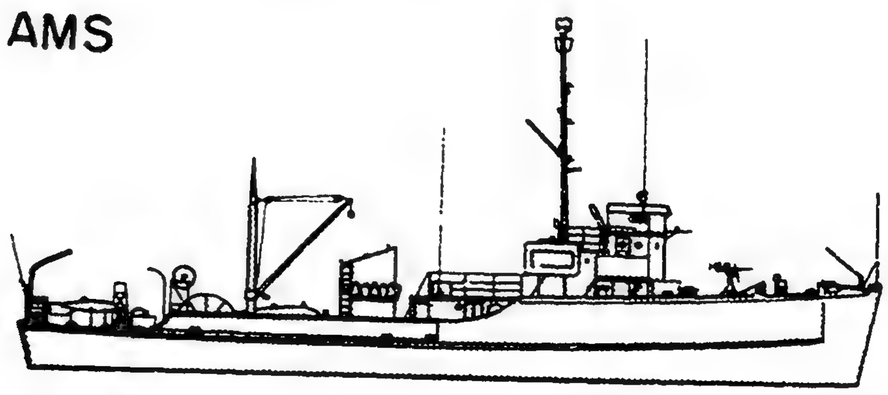
TRITONE Class 207' oa

PCE



GABBIANO Class 211'oa

AMS



U. S. AMS 60 Class 144'oa

ITALY—Minor Combatant and Auxiliary Types

ITALY—Ship Data

DC SPICA-PARTINOPE Class
DISPL.—800–1,030 tons
LENGTH—269′–280′; BEAM—27′; DRAFT—10′
ARMAMENT—1–2 3.9″ DP; 4 40 mm AA; 0–2 17.7″ TT
SPEED—28–34 knots; COMPLETED—1936–38

DC ORSA Class
DISPL.—1,168 tons
LENGTH—293′; BEAM—31′; DRAFT—11′ 6″
ARMAMENT—1 3.9″ DP; 4 40 mm AA
SPEED—28 knots; COMPLETED—1938

DE CENTAURO Class
DISPL.—1,500 tons
LENGTH—318′; BEAM—38′; DRAFT—11′ 6″
ARMAMENT—4 3″/62 DP; 4 40 mm AA; 2 21″ TT
SPEED—26 knots; COMPLETED—1954

DE U. S. BUCKLEY Class
DISPL.—1,240 tons
LENGTH—306′; BEAM—37′; DRAFT—12′
ARMAMENT—3 3″/50; 2–6 40 mm AA
SPEED—20 knots; COMPLETED—1942–44

SS U. S. "Guppy" Type
DISPL.—1,525 tons
LENGTH—308′; BEAM—27′; DRAFT—17′
ARMAMENT—10 21″ TT
SPEED—20 knots (surface), 12.5 knots (submerged); COMPLETED—1942–43

SS GIADA (ACCIAIO Class)
DISPL.—743 tons
LENGTH—197′; BEAM—21′; DRAFT—16′
ARMAMENT—6 21″ TT
SPEED—14.9 knots (surface), 7.9 knots (submerged); COMPLETED—1941 (Reconditioned—1952)

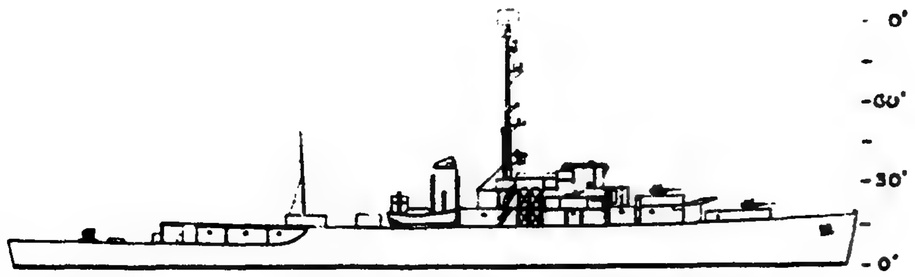
SS TRITONE Class
DISPL.—746 tons
LENGTH—207′; BEAM—23′; DRAFT—16′
ARMAMENT—6 21″ TT
SPEED—17.5 knots (surface), 8 knots (submerged); COMPLETED—1943 (Reconditioned—1952)

PCE GABBIANO Class
DISPL.—640 tons
LENGTH—211′; BEAM—28′ 6″; DRAFT—8′ 6″
ARMAMENT—0–1 3.9″/47 DP; 2 40 mm AA; 17.7″ TT in some ships
SPEED—18.6 knots; COMPLETED—1942–43

AMS U. S. AMS 60 Class
DISPL.—330 tons
LENGTH—144′; BEAM—27′; DRAFT—9′
ARMAMENT—2 20 mm AA
SPEED—13.5 knots; COMPLETED—1953

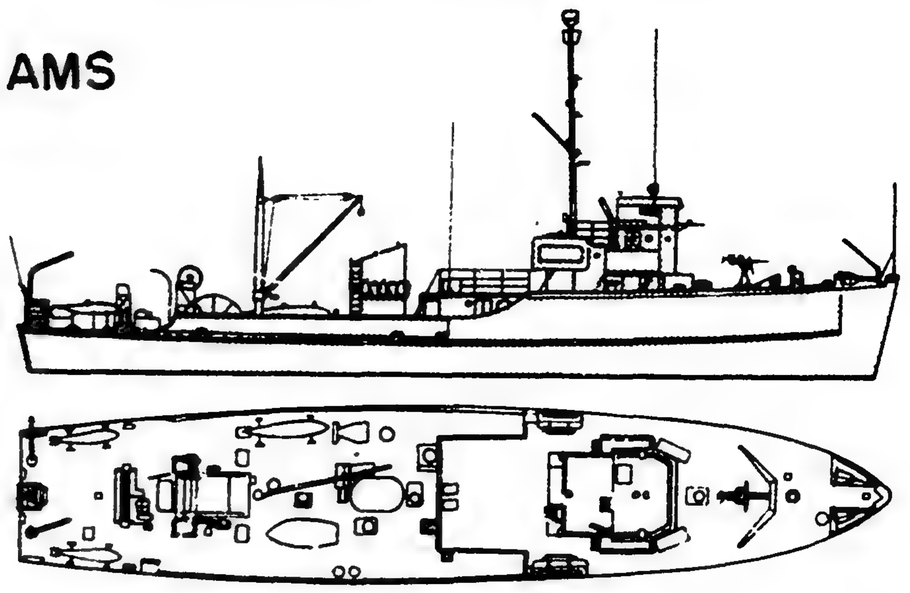
BELGIUM

PF



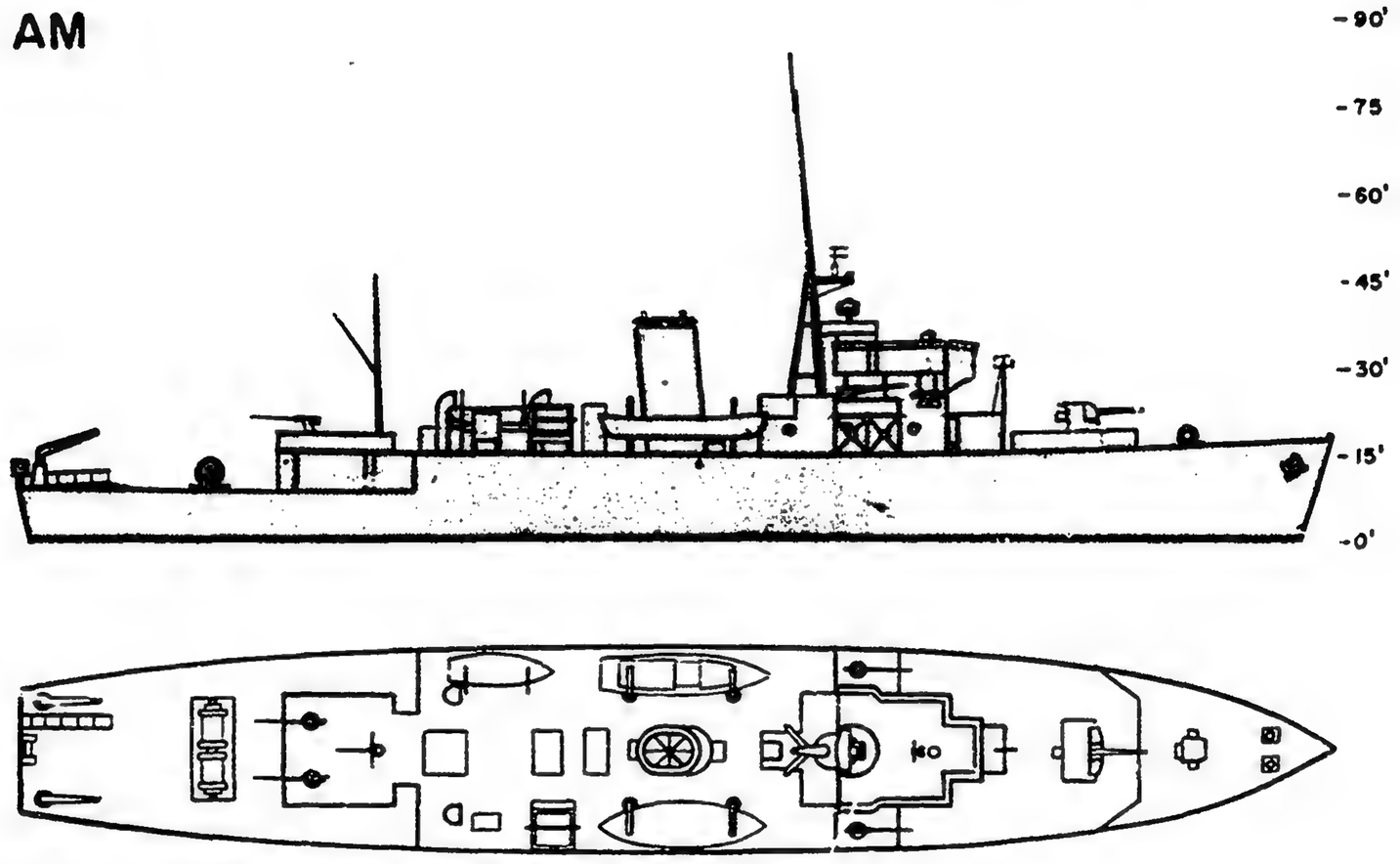
LIEUTENANT TER ZEE VICTOR BILLET
(U.S. TACOMA Class) 304'oa

AMS



U. S. AMS 60 Class 144'oa

AM



British ALGERINE Class 235'oa

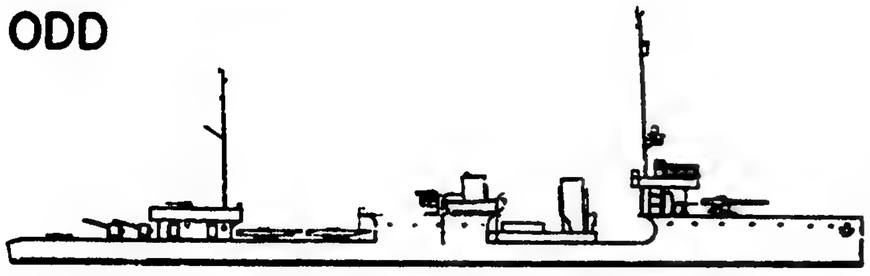
BELGIUM—Ship Data

PF LIEUTENANT TER ZEE VICTOR BILLET (U. S. TACOMA Class)
DISPL.—1,430 tons
LENGTH—304′; BEAM—38′; DRAFT—15′
ARMAMENT—3 3″/50 DP; 6 40 mm AA
SPEED—20 knots; COMPLETED—1944

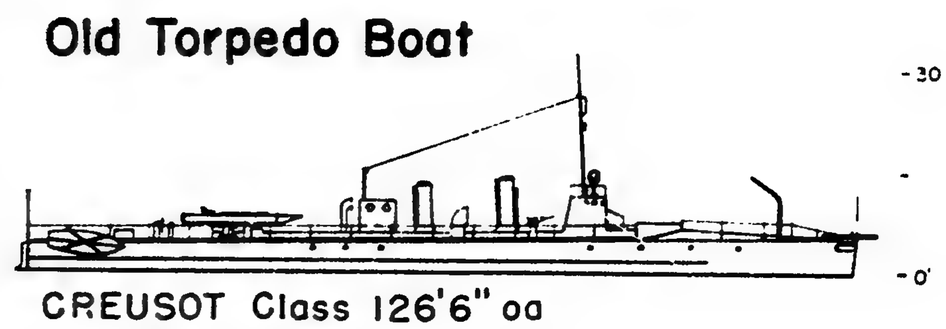
AMS U. S. AMS 60 Class
DISPL.—370 tons
LENGTH—144′; BEAM—26′ 6″; DRAFT—8′
ARMAMENT—2 20 mm AA
SPEED—14 knots; COMPLETED—1953–55

AM British ALGERINE Class
DISPL.—940–1,010 tons
LENGTH—235′; BEAM—35′ 6″; DRAFT—12′
ARMAMENT—1 4″ DP; 4 40 mm AA
SPEED—16.5 knots; COMPLETED—1942–45

ODD

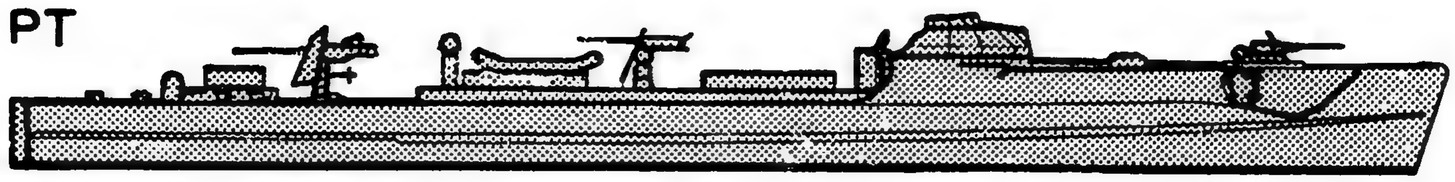


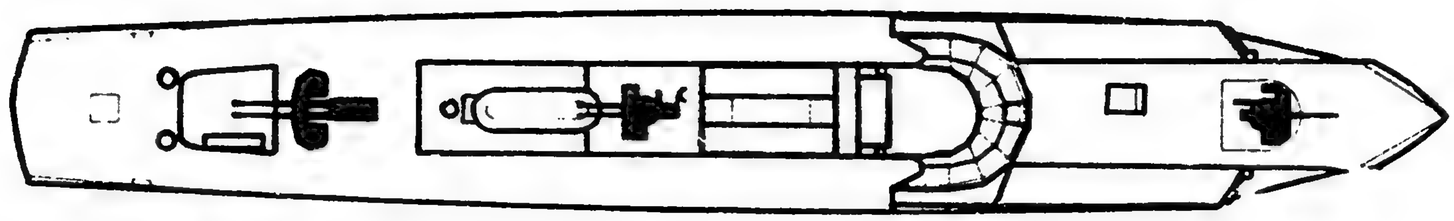
ZHELEZNYAKOV Class 303'6" oa



CREUSOT Class 126'6" oa

PT





S-1 Class 92' oa

BULGARIA—Ship Data

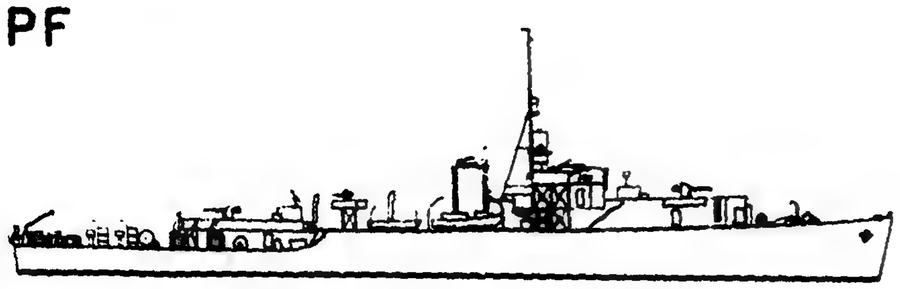
ODD—ZHELYEZNYAKOV Class
DISPL.—1,350 tons
LENGTH—303′ 6″; BEAM—29′ 6″; DRAFT—9′
ARMAMENT—3 3.9″; 2 37 mm AA
SPEED—26 knots; COMPLETED—1925

Old Torpedo *Boat* —CREUSOT Class
DISPL.—100 tons
LENGTH—126′ 6″; BEAM—13′; DRAFT—9′
ARMAMENT—2 47 mm AA; 2 18″ TT
SPEED—26 knots; COMPLETED—1908

PT S–1 Class
DISPL.—60 tons
LENGTH—92′; BEAM—15′; DRAFT—5′ 6″
ARMAMENT—2–3 20 mm AA; 2 21″ TT
SPEED—34 knots; COMPLETED—1935–36

BURMA

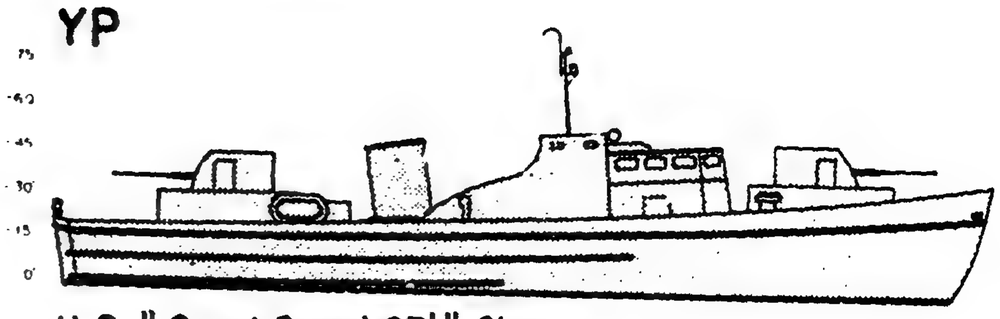
PF





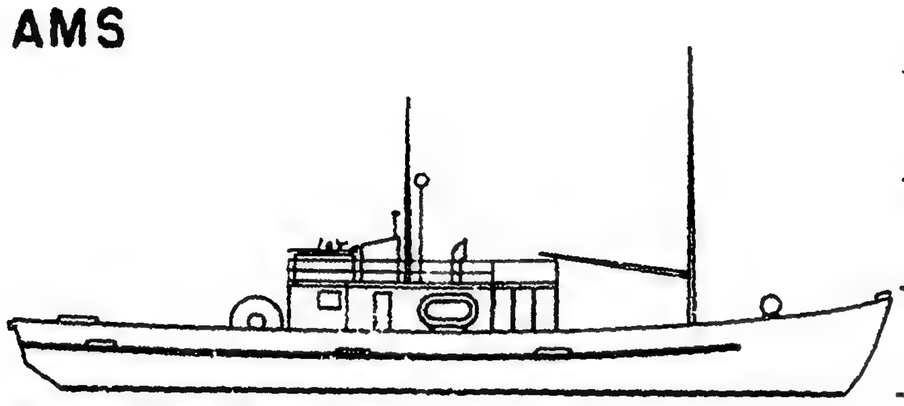
MAYU (British "River" Class) 301' oa

YP

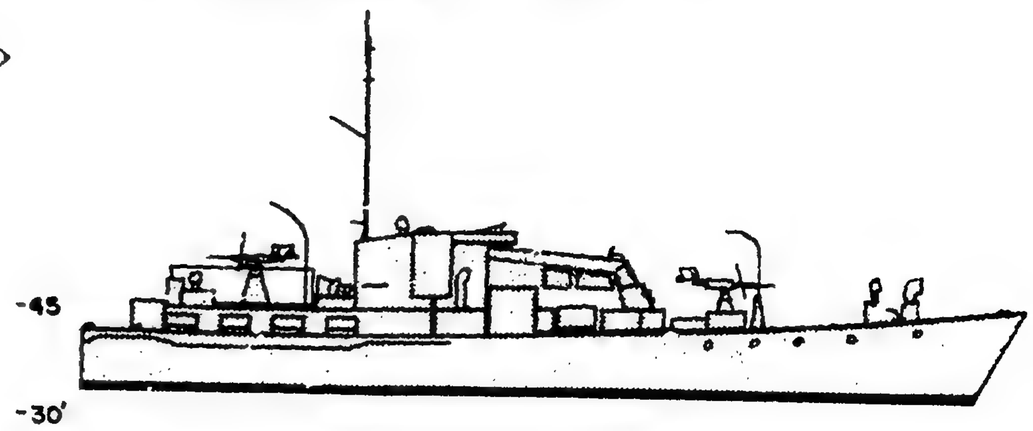


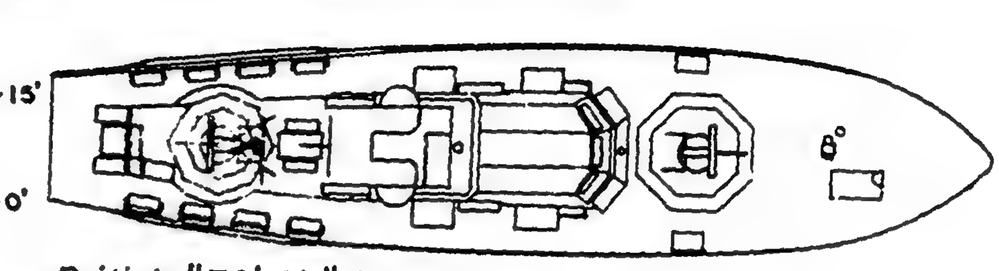
U.S. " Coast Guard 83'" Class

AMS



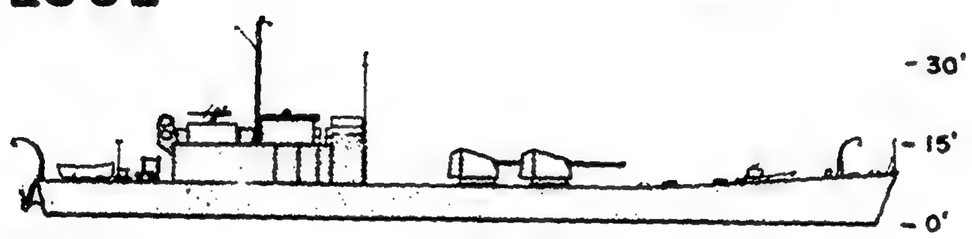
British "105' MMS" Class

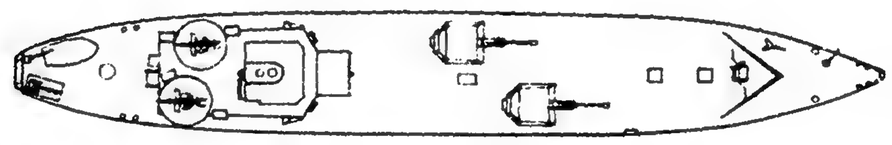




British "72' ML" Class

LSSL





British "LCG(M) Mk. 3" Class 155' oa

BURMA—Ship Data

PF MAYU (British "River" Class)
DISPL.—1,370 tons
LENGTH—301′; BEAM—37′; DRAFT—15′
ARMAMENT—2 4″ DP; 4 40 mm AA
SPEED—20 knots; COMPLETED—1943

AMS British "105′ MMS" Class
DISPL.—255 tons
LENGTH—119′; BEAM—23′; DRAFT—9′
ARMAMENT—1 20 mm AA
SPEED—10 knots; COMPLETED—1942–43

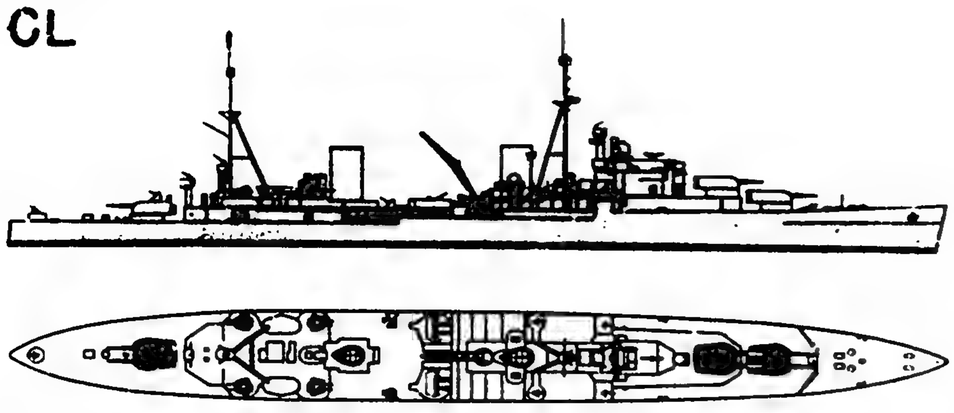
YP U. S. "Coast Guard 83′" Class
DISPL.—45 tons
LENGTH—84′; BEAM—17′; DRAFT—5′
ARMAMENT—2 40 mm AA
SPEED—14 knots; COMPLETED—1938–42

YP British "72′ ML" Class
DISPL.—46 tons
LENGTH—72′; BEAM—16′; DRAFT—5′
ARMAMENT—1–2 20 mm AA
SPEED—11 knots; COMPLETED—1943

LSSL British "LCG (M) Mk. 3" Class
DISPL.—270 tons
LENGTH—155′; SEAM—22′; DRAFT—8′
ARMAMENT—2 3.4″; 2 20 mm AA
SPEED—13.5 knots; COMPLETED—1944

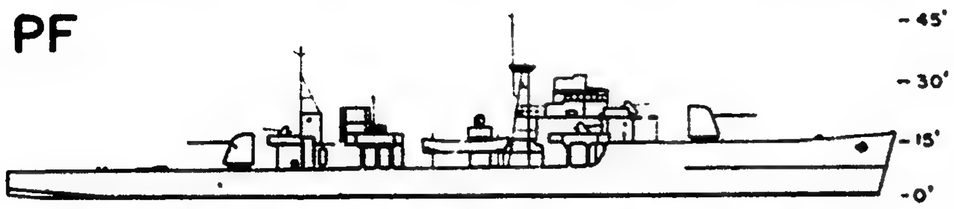
CHINA, COMMUNIST

CL

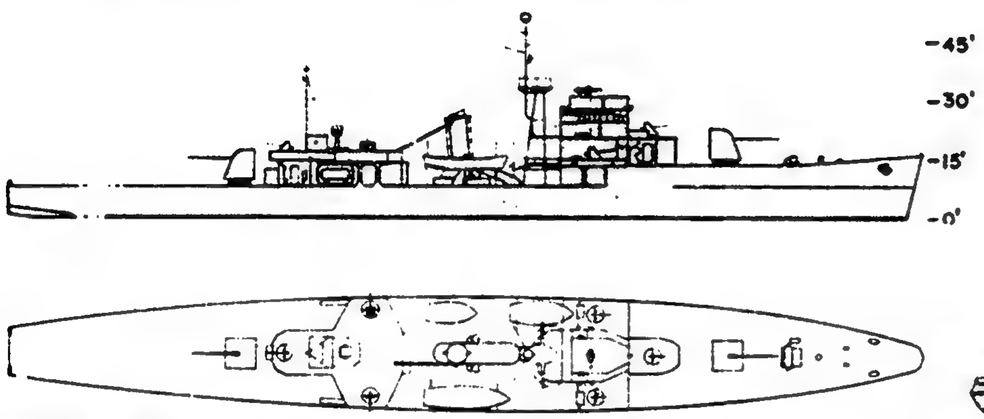


CHUNGKING (British ARETHUSA Class) 506' oa

PF

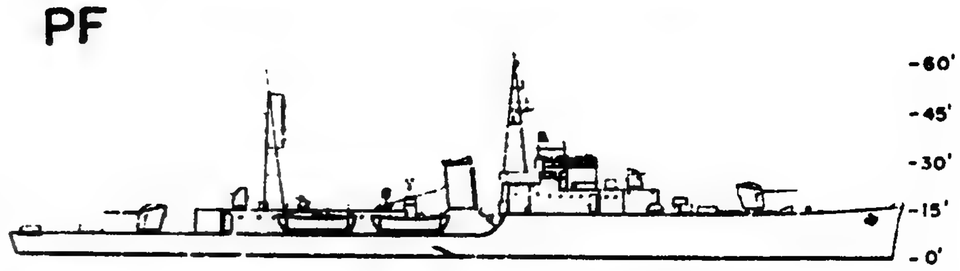


Japanese KAIBOKAN No. 1 Class 222'oa



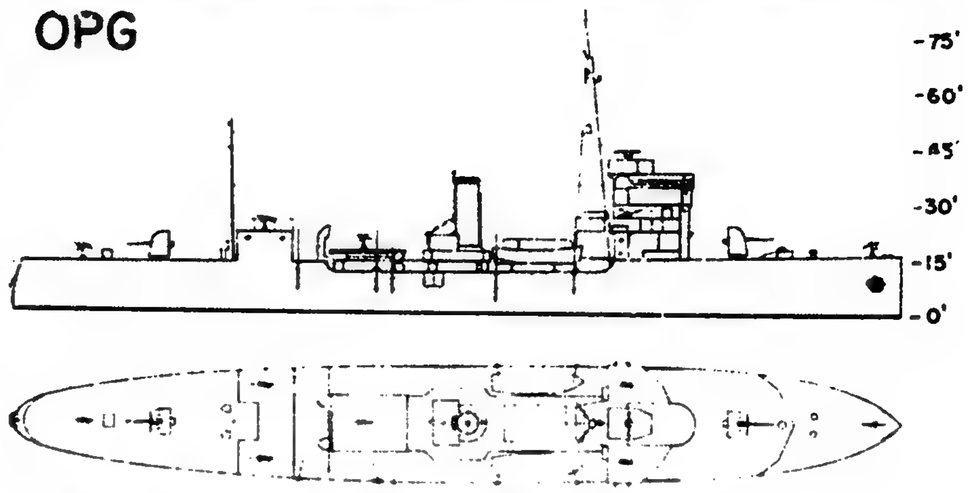
Japanese KAIBOKAN No. 2 Class 228'oa

PF



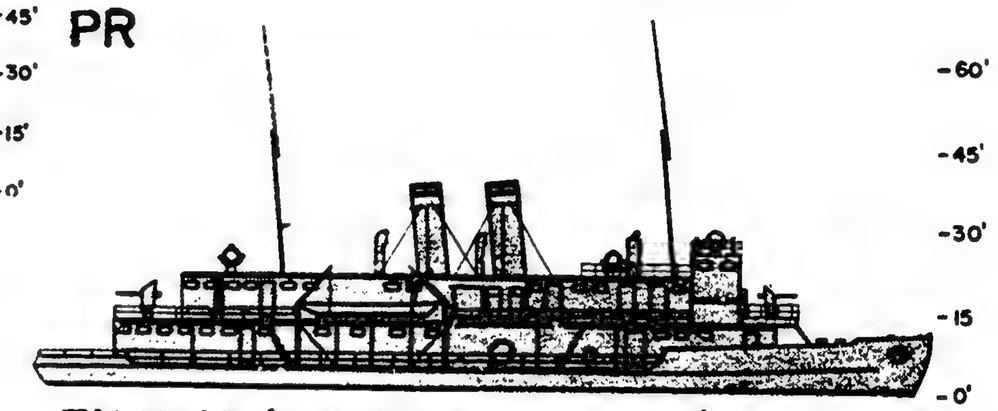
NAN CHANG (Japanese HASHIDATE Class) 264' oa

OPG



AN TUNG (Japanese ATAKA) 222'oa

PR



TAI YUAN (U.S. GUAM Class) 159' oa

CHINA, COMMUNIST—Ship Data

CL CHUNKING (British ARETHUSA Class)
DISPL.—5,270 tons
LENGTH—506′; BEAM—51′; DRAFT—18′
ARMAMENT—6 6″/50; 8 4″ DP; 8 40 mm AA; 6 21″ TT
SPEED—32 knots; COMPLETED—1937

PF Japanese KAIBOKAN No. 1 Class
DISPL.—745 tons
LENGTH—222′; BEAM—27′ 6″; DRAFT—9′ 6″
ARMAMENT—2 4.7″; 12 25 mm AA (WW II Armament)
SPEED—16.5 knots; COMPLETED—1944–45

PF Japanese KAIBOKAN No. 2 Class
DISPL.—740 tons
LENGTH—228′; BEAM—28′; DRAFT—10′
ARMAMENT—2 4.7″; 12 25 mm AA (WW II Armament)
SPEED—17.5 knots; COMPLETED—1945

PF NAN CHANG (Japanese HASHIDATE Class)
DISPL.—990 tons
LENGTH—264′; BEAM—32′; DRAFT—9′
ARMAMENT—3 4.7″; 9 25 mm AA (WW II Armament)
SPEED—20 knots; COMPLETED—1941

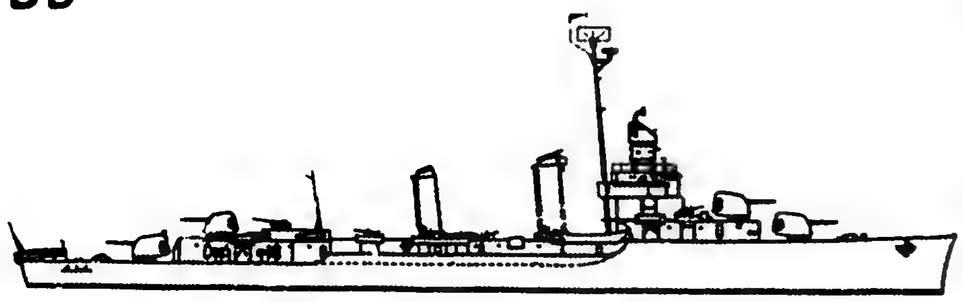
OPG AN TUNG (Japanese ATAKA)
DISPL.—725 tons
LENGTH—222′; BEAM—32′; DRAFT—8′
ARMAMENT—2 3″; 5 25 mm AA
SPEED—16 knots; COMPLETED—1922

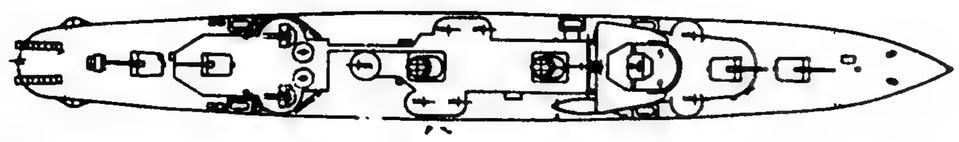
PR TAI YUAN (U. S. GUAM Class)
DISPL.—370 tons
LENGTH—159′; BEAM—27′; DRAFT—6′
ARMAMENT—2 3″ DP
SPEED—12 knots; COMPLETED—1927

343149 O—55——15

CHINA, NATIONALIST

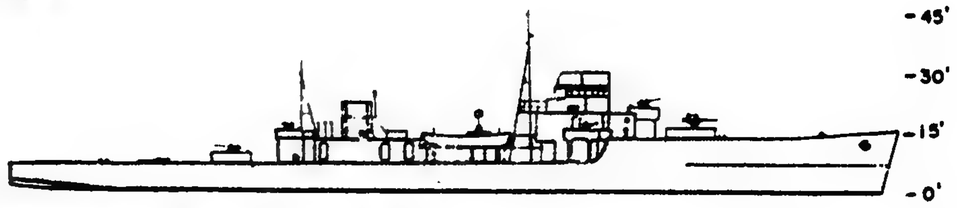
DD



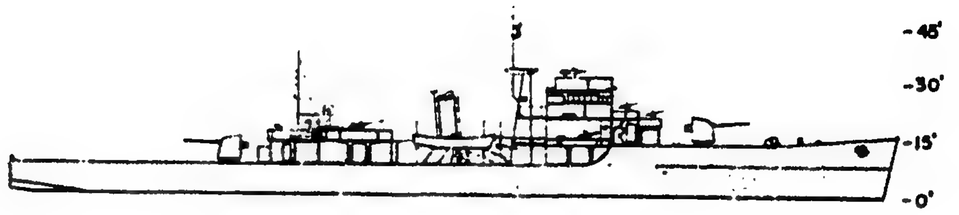


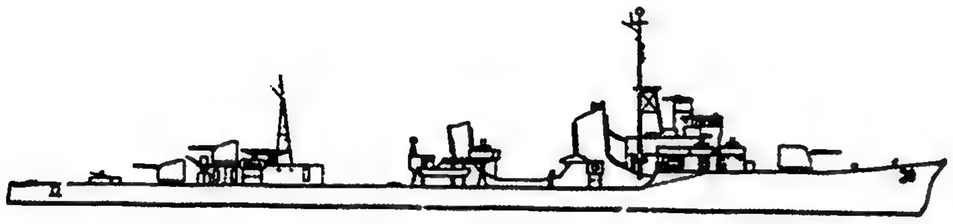
U.S. BENSON/LIVERMORE Class 348'oa

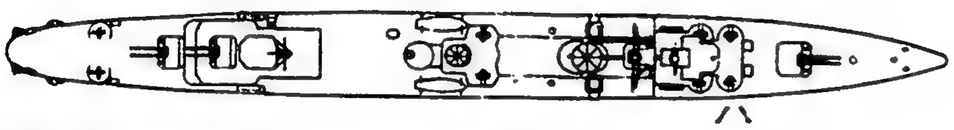
PF



Japanese KAIBOKAN No. 1 Class 222'oa





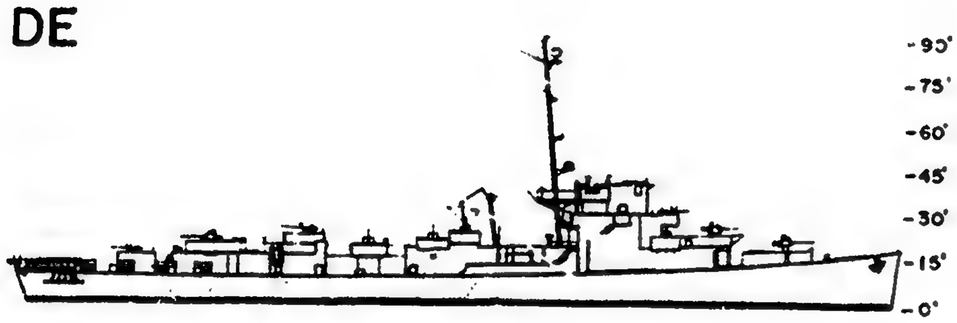


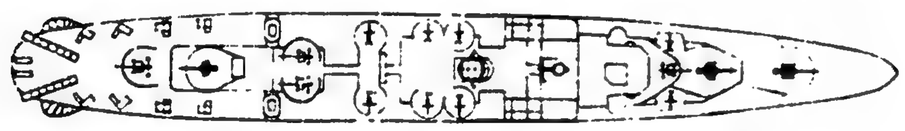
TAN YANG (Japanese KAGERO) 389' oa



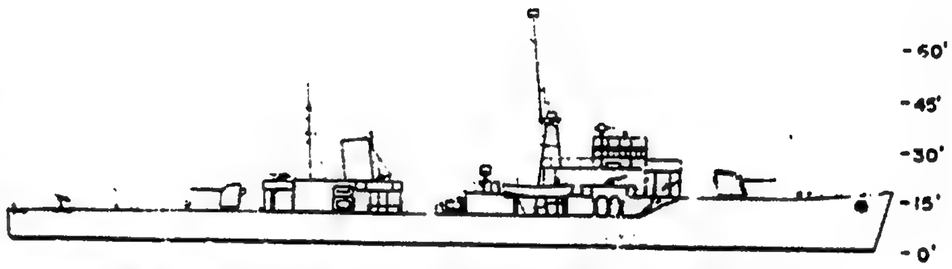
Japanese KAIBOKAN No. 2 Class 228'oa

DE



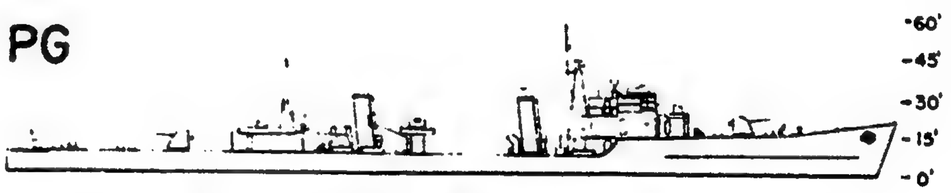


TAI KANG (U.S. EVARTS Class) 289'oa

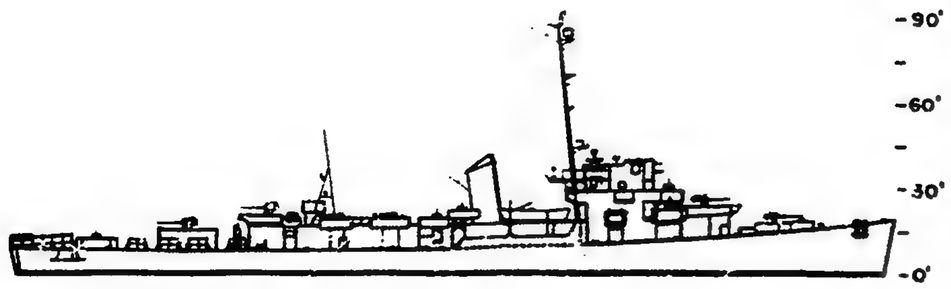


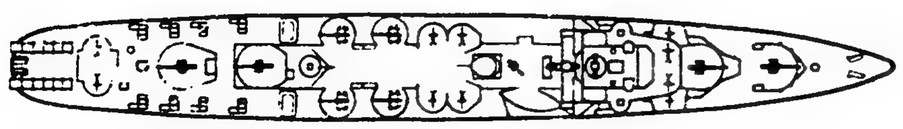
CHENG AN (Japanese YASHIRO) 258' oa

PG



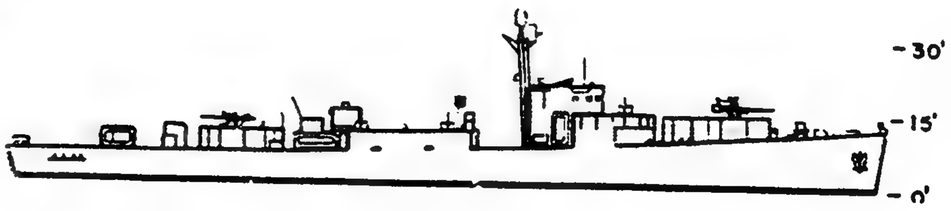
HUA YANG (Japanese MATSU Class) 328'oa

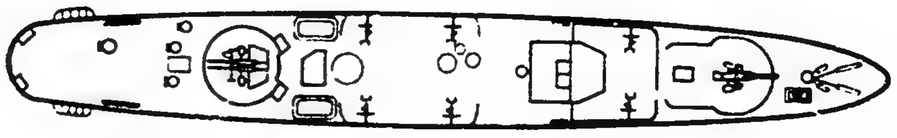




TAI HU (U.S. BUCKLEY Class) 306'oa

PGM

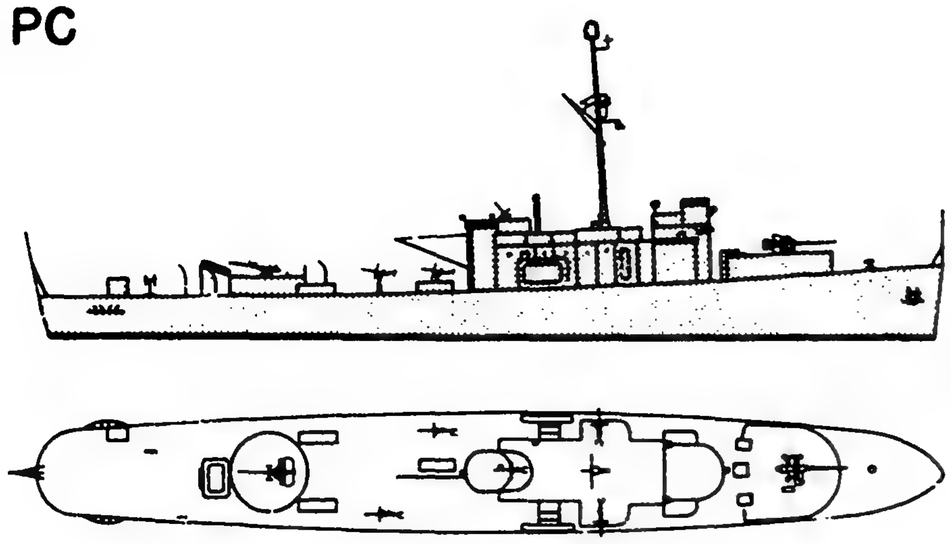




U.S. "173'" Class

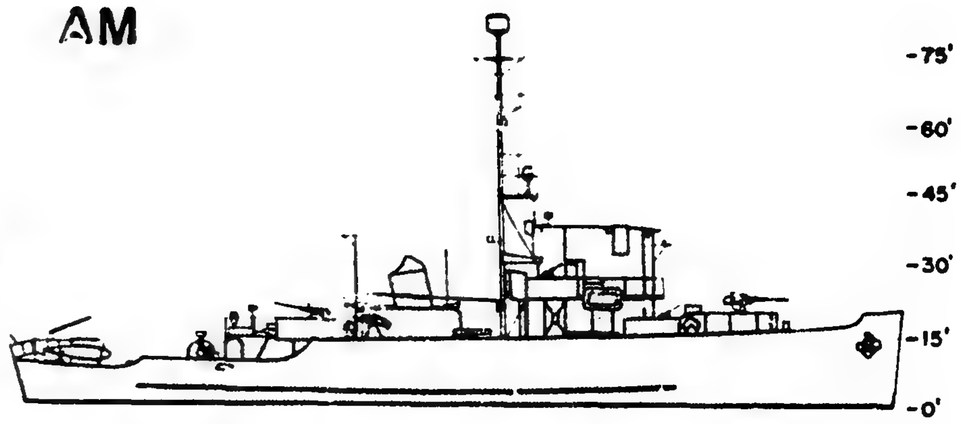
CHINA, NATIONALIST

PC



U.S. "173'" Class

AM



U.S. ADMIRABLE Class 185'oa

NOTE: The U.S. "184'" Class PCE operating with Nationalist China are similar in appearance to the U.S. ADMIRABLE Class shown above.

CHINA, NATIONALIST—Ship Data

DD U. S. BENSON/LIVERMORE Class
DISPL.—1,620 tons
LENGTH—348′; BEAM—36′; DRAFT—18′
ARMAMENT—4 5″/38 DP; 4 40 mm AA
SPEED—36 knots; COMPLETED—1940

DD TAN YANG (Japanese KAGERO Class)
DISPL.—2,000 tons
LENGTH—389′; BEAM—35′ 6″; DRAFT—12′
ARMAMENT—2 5″; 4 4.7″ DP; 12 25 mm AA
SPEED—(27.5 knots max.); COMPLETED—1940

DE TAI KANG (U. S. EVARTS Class)
DISPL.—1,150 tons
LENGTH—289′; BEAM—35′; DRAFT—11′
ARMAMENT—3 3″/50 DP; 4 40 mm AA
SPEED—21.5 knots; COMPLETED—1943

DE TAI HU (U. S. BUCKLEY Class)
DISPL.—1,240 tons
LENGTH—306′; BEAM—37′; DRAFT—12′
ARMAMENT—4 3″/50 DP; 4 40 mm AA
SPEED—21 knots; COMPLETED—1943–44

PF Japanese KAIBOKAN NO. 1 Class
DISPL.—745 tons
LENGTH—222′; BEAM—27′ 6″; DRAFT—9′ 6″
ARMAMENT—1–2 4.7″ DP; 10 25 mm AA
SPEED—16.5 knots; COMPLETED—1944–45

PF Japanese KAIBOKAN No. 2 Class
DISPL.—740 tons
LENGTH—228′; BEAM—28′; DRAFT—10′
ARMAMENT—2 4.7″ DP; 6–10 25 mm AA
SPEED—17.5 knots; COMPLETED—1944–45

PF CHENG AN (Japanese YASHIRO)
DISPL.—940 tons
LENGTH—258′; BEAM—30′; DRAFT—10′
ARMAMENT—2 4.7″ DP; 2 40 mm AA; 4 25 mm AA
SPEED—19.5 knots; COMPLETED—1942–43

PG HUA YANG (Japanese MATSU Class)
DISPL.—1,350 tons
LENGTH—328′; BEAM—31′; DRAFT—13′
ARMAMENT—2 4.7″ DP; 12 25 mm AA
SPEED—27.8 knots; COMPLETED—1945

PGM/PC U. S. "173′ " Class
DISPL.—280 tons
LENGTH—174′; BEAM—23′; DRAFT—11′
ARMAMENT—1 3″/50 DP; 1–2 40 mm AA
SPEED—20 knots; COMPLETED—1942–45

AM U. S. ADMIRABLE Class
DISPL.—625 tons
LENGTH—185′; BEAM—33′; DRAFT—10′
ARMAMENT—1 3″/50 DP; 2–4 40 mm AA
SPEED—15 knots; COMPLETED—1943–45

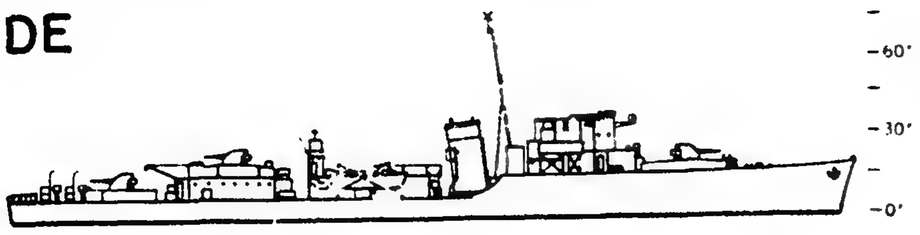
DENMARK

SS



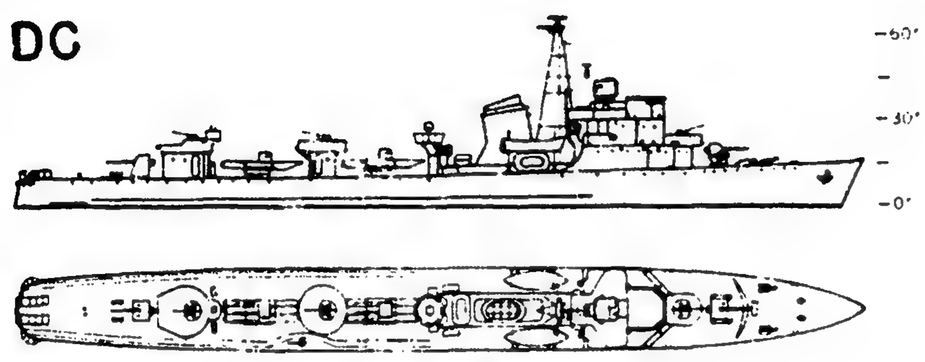
British UNITY Class 204'oa

DE



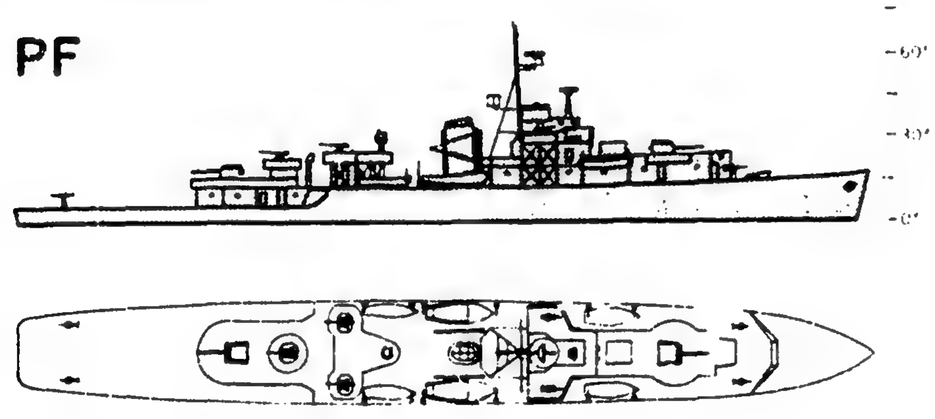
British "Hunt II" Class 280'oa

DC



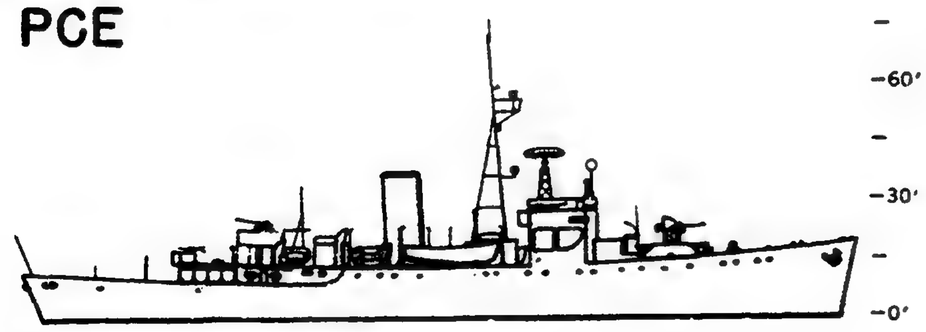
WILLEMOES Class 284'oa

PF



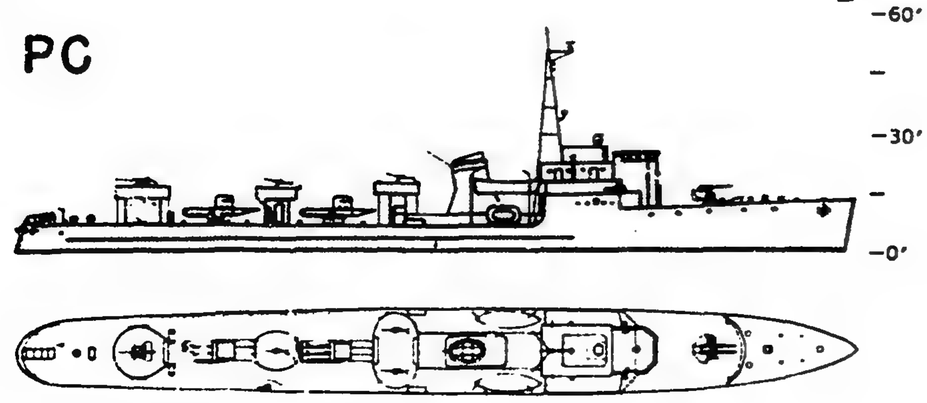
British "River" Class 301'oa

PCE



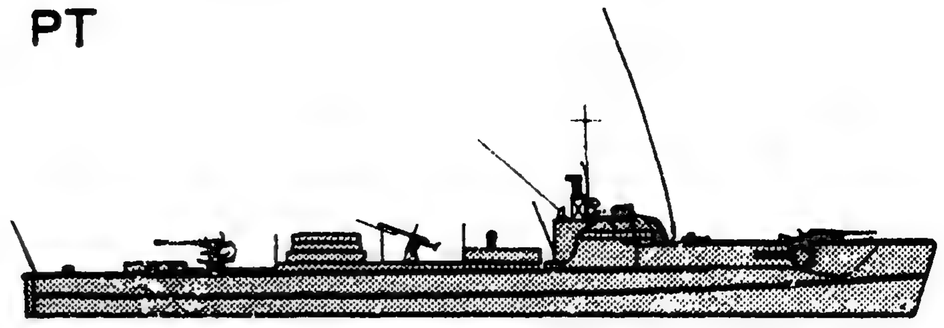
British "Flower" Class 205'oa

PC



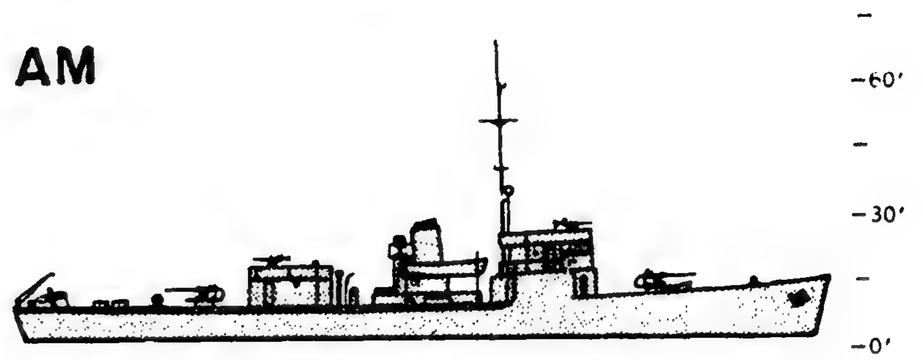
KRIEGER Class 210'oa

PT



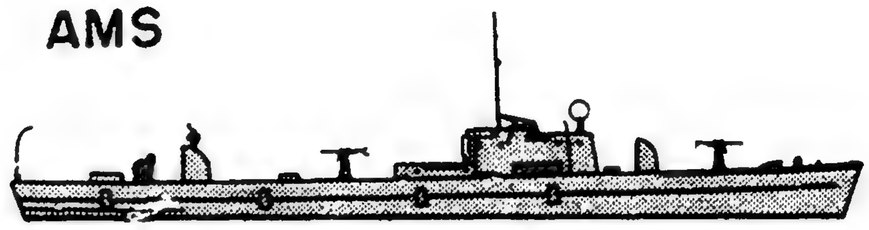
German S-100 Class 114'6" oa

AM



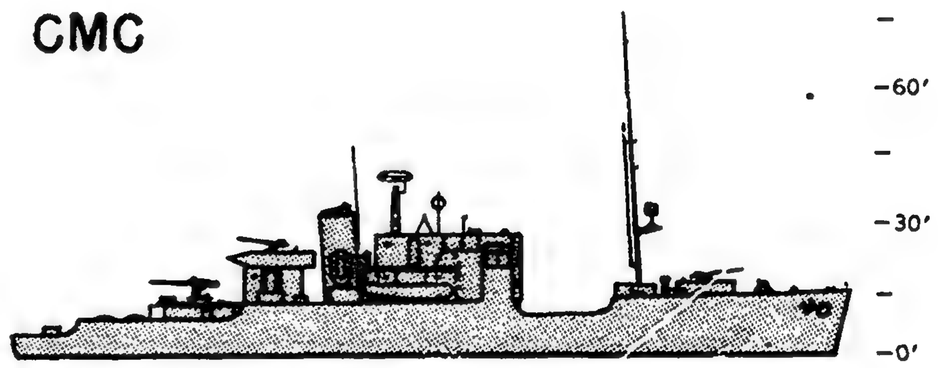
SOLOVEN Class 176'6" oa

AMS



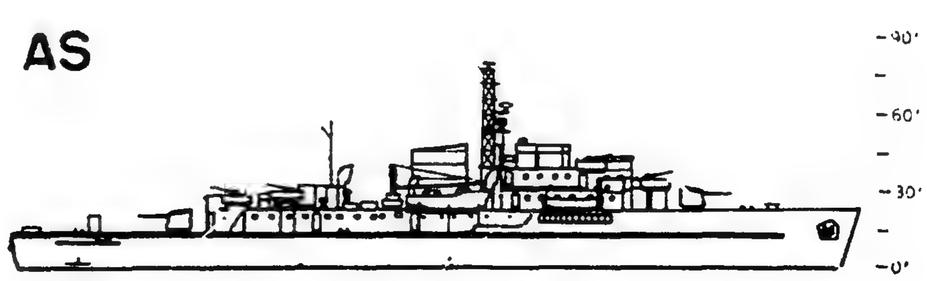
German R218 Class 129'oa

CMC



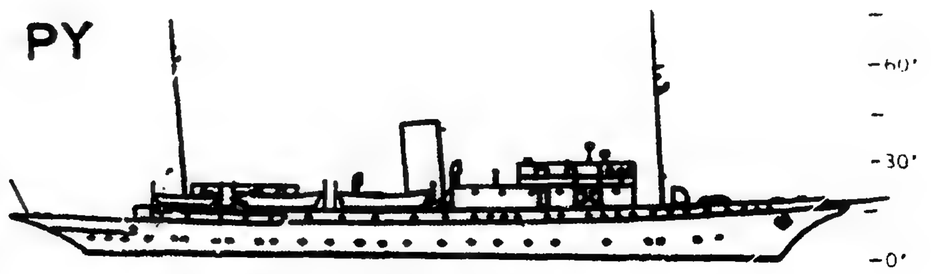
LINDORMEN 175'6"oa

AS



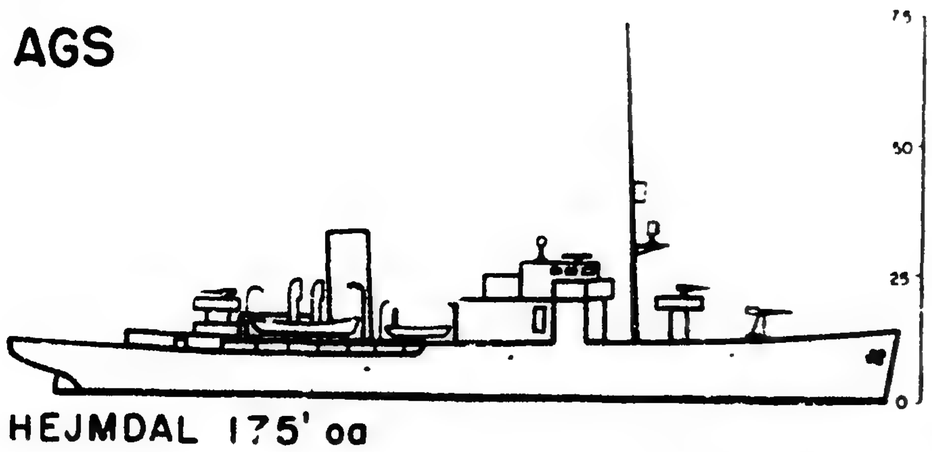
AEGIR 315'oa

PY



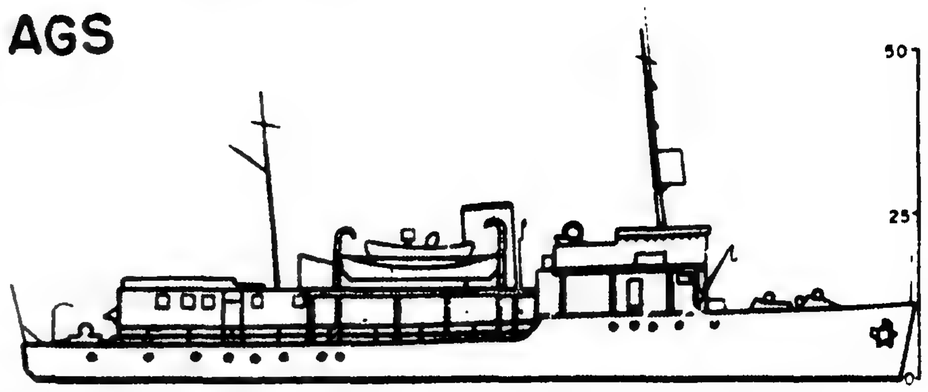
DANNEBROG 246'oa

AGS



HEJMDAL 175' 00

AGS



FREJA 134' 00

DENMARK—Ship Data

SS British UNITY Class
DISPL.—545 tons
LENGTH—204′; BEAM—16′; DRAFT—15′
ARMAMENT—1 3″; 4 21″ TT
SPEED—11 knots; COMPLETED—1942–44

DE British "Hunt II" Class
DISPL.—1,050 tons
LENGTH—280′; BEAM—32′; DRAFT—14′
ARMAMENT—6 4″ DP; 4 40 mm AA
SPEED—25 knots; COMPLETED—1941–42

DC WILLEMOES Class
DISPL.—780 tons
LENGTH—284′; BEAM—28′; DRAFT—11′ 6″
ARMAMENT—2 4.1″ DP; 3 40 mm AA; 6 21″ TT
SPEED—35 knots; COMPLETED—1947

PF British "River" Class
DISPL.—1,398 tons
LENGTH—301′; BEAM—37′; DRAFT—15′
ARMAMENT—2 5″; 4 40 mm AA
SPEED—20 knots; COMPLETED—1944

PGE British "Flower" Class
DISPL.—1,030 tons
LENGTH—205′; BEAM—33′; DRAFT—17′
ARMAMENT—1 3″/50 DP; 1 40 mm AA
SPEED—16.5 knots; COMPLETED—1940

PC KRIEGER Class
DISPL.—329 tons
LENGTH—210′; BEAM—21′; DRAFT- 8′
ARMAMENT—3 40 mm AA
SPEED—29 knots; COMPLETED—1948–50

PT German S–100 Class
DISPL.—100 tons
LENGTH—114′ 6″; BEAM—17′; DRAFT—7′
ARMAMENT—1 40 mm AA; 2–3 20 mm AA
SPEED—42 knots; COMPLETED—1943–44

AM SOLOVEN Class
DISPL.—274 tons
LENGTH—176′ 6″; BEAM—21′; DRAFT—6′ 6″
ARMAMENT—2 40 mm AA
SPEED—19 knots; COMPLETED—1939–43

AMS German R 218 Class
DISPL.—127 tons
LENGTH—129′; BEAM—19′; DRAFT—5′ 6″
ARMAMENT—2 20 mm AA
SPEED—21 knots; COMPLETED—1943–44

CMC LINDORMAN
DISPL.—604 tons
LENGTH—175′ 6″; BEAM—29′; DRAFT—8′
ARMAMENT—1 3″/50 AA; 3 40 mm AA
SPEED—14 knots; COMPLETED—1941

AS AEGIR
DISPL.—2,620 tons
LENGTH—315′; BEAM—44′; DRAFT—13′
ARMAMENT—2 5″; 6 40 mm AA
SPEED—17.5 knots; COMPLETED—1940 RECONSTRUCTED—1951

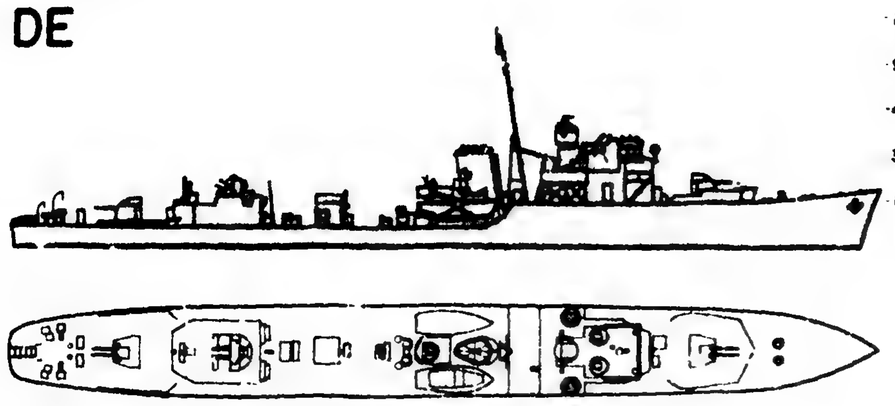
PY DANNEBROG
DISPL.—1,130 tons
LENGTH—246′; BEAM—34′; DRAFT—12′
ARMAMENT—2 37 mm AA
SPEED—14 knots; COMPLETED—1932

AGS HEJMDAL
DISPL.—705 tons
LENGTH—175′; BEAM—30′; DRAFT—12′
ARMAMENT—2 3″ AA
SPEED—12.5 knots; COMPLETED—1935

AGS FREJA
DISPL.—322 tons
LENGTH—134′; BEAM—25′; DRAFT—7′
ARMAMENT—2 20 mm AA
SPEED—10.5 knots; COMPLETED—1938

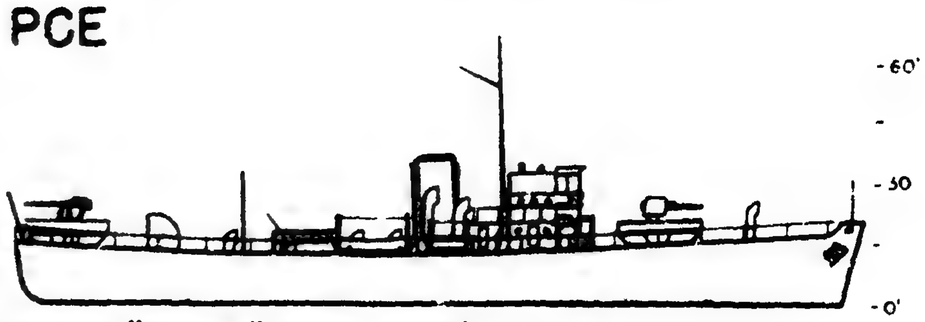
EGYPT

DE



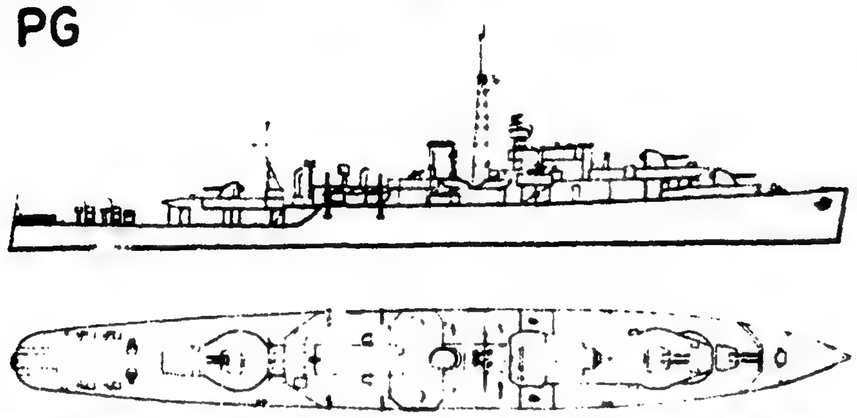
British "Hunt I" Class 280'oa

PCE



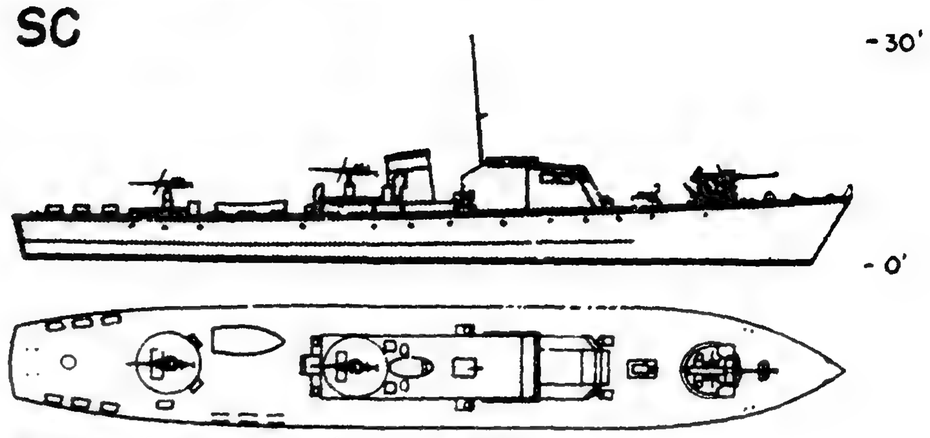
British "Flower" Class 205'oa

PG



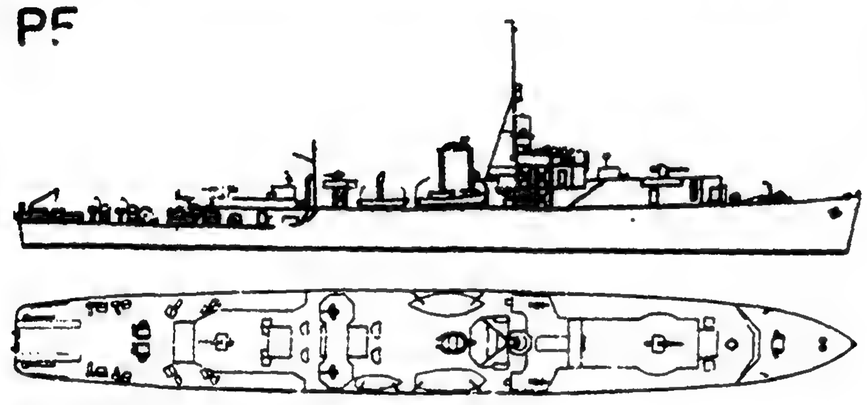
British "Modified BLACK SWAN" Class 300'oa

SC



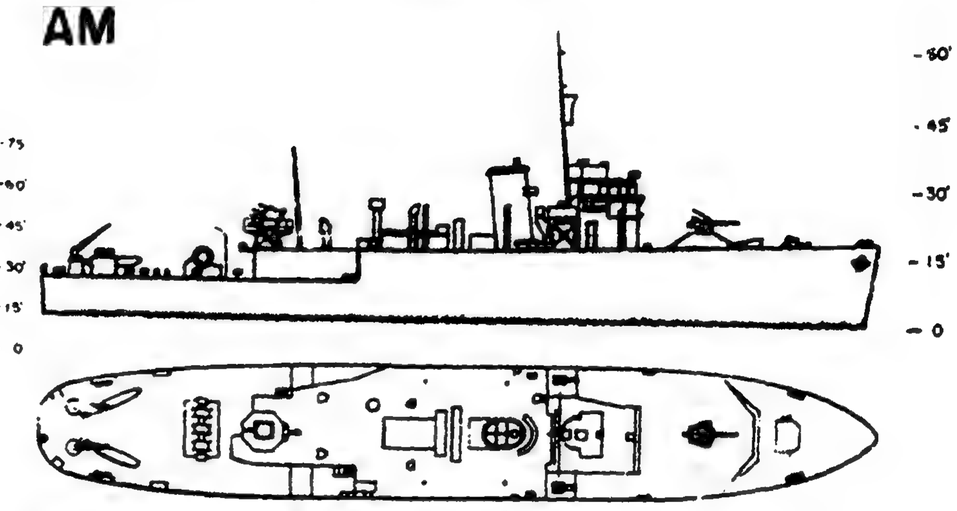
British "Fairmile B" Class 112'oa

PF



British "River" Class 301'oa

AM



British BANGOR Class 180'oa

EGYPT—Ship Data

DE British "Hunt 1" Class
DISPL.—1,000 tons
LENGTH- 280'; BEAM—29'; DRAFT—8'
ARMAMENT—4 4" DP; 7 40 mm AA
SPEED—27.5 knots; COMPLETED—1940

PCE British "Flower" Class
DISPL.—1,060 tons
LENGTH—205'; BEAM—33'; DRAFT—15'
ARMAMENT—1 4" DP; 1 40 mm AA
SPEED—16.5 knots; COMPLETED—1940

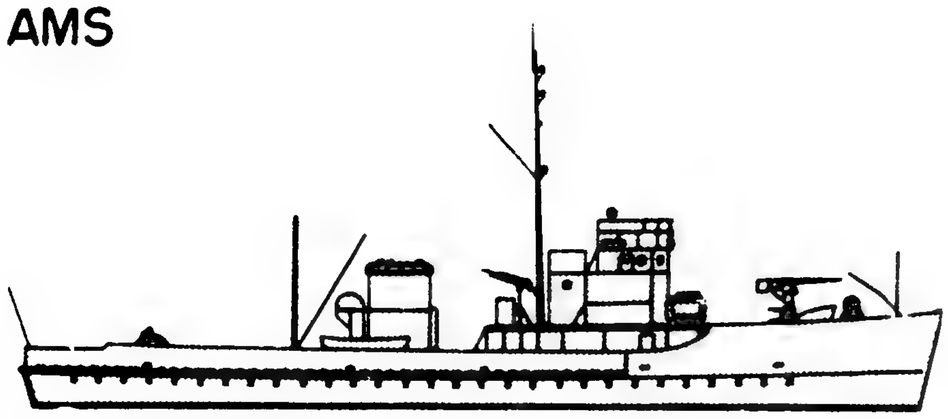
PG British "Modified BLACK SWAN" Class
DISPL.—1,470 tons
LENGTH—300'; BEAM—38'; DRAFT—9'
ARMAMENT—6 4" DP; 4 40 mm AA
SPEED—19.75 knots; COMPLETED—1943

SC British "Fairmile B" Class
DISPL.—65 tons
LENGTH—112'; BEAM—18'; DRAFT—5'
ARMAMENT—1 40 mm AA; 2 20 mm AA
SPEED—19 knots; COMPLETED—1942–43

PF British "River" Class
DISPL.—1,460 tons
LENGTH—301'; BEAM—37'; DRAFT—15'
ARMAMENT—2 4" DP; 2 40 mm AA
SPEED—20 knots; COMPLETED—1942–43

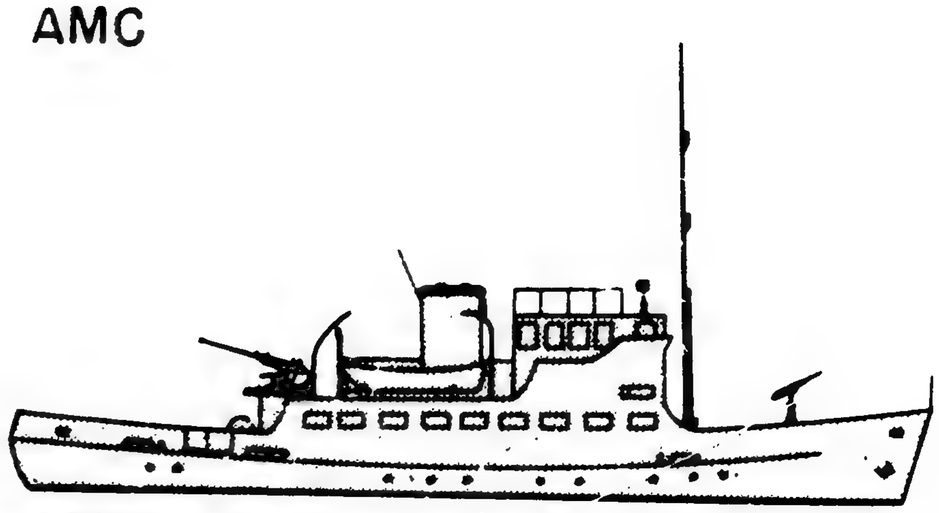
AM British BANGOR Class
DISPL.—672 tons
LENGTH—180'; BEAM—28' 6";
DRAFT—10'
ARMAMENT—1 4" AA; 1 3" AA; 2 40 mm AA
SPEED—16 knots; COMPLETED—1941

AMS



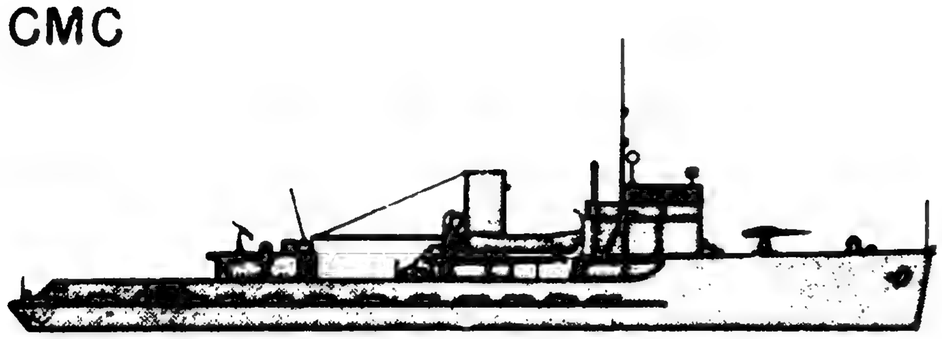
U. S. "136'" Class

AMC



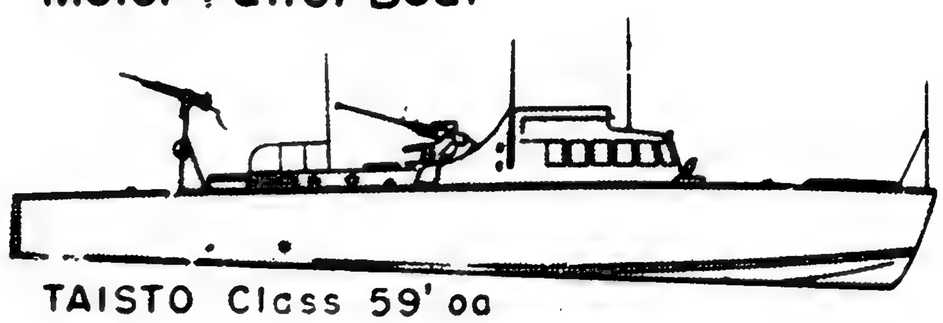
PORKKALA Class 92' oa

CMC



RUOTSINSALMI 165' oa

Motor Patrol Boat



TAISTO Class 59' oa

FINLAND—Ship Data

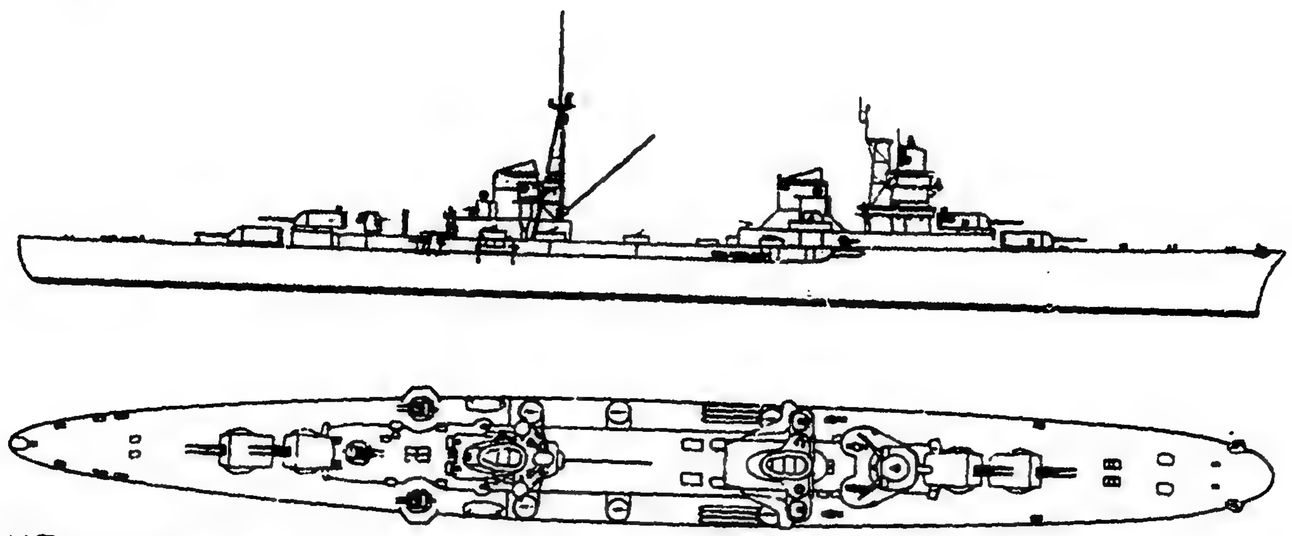
AMS U. S. "136'" Class
DISPL.—280 tons
LENGTH—136′; BEAM—24′ 6″:
DRAFT—7′
ARMAMENT—1 3″/50 DP; 2 20 mm AA
SPEED—15 knots; COMPLETED—1942

CMC RUOTSINSALMI
DISPL.—410 tons
LENGTH—165′; BEAM—26′; DRAFT—7′
ARMAMENT—1 3″/50 DP; 2 20 mm AA;
100 mines
SPEED—15 knots; COMPLETED—1941

AMC PORKKALA Class
DISPL.—162 tons
LENGTH—92′; BEAM—20′; DRAFT—9′
ARMAMENT—1 40 mm AA; 1 20 mm AA
SPEED—10 knots; COMPLETED—1939-47

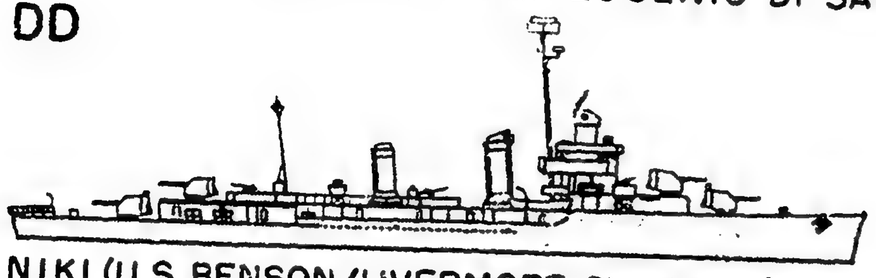
Motor Patrol Boat TAISTO Class
DISPL.—22 tons
LENGTH—59′; BEAM—15′ 6″;
DRAFT—5′
ARMAMENT—1 40 mm AA; 1 20 mm AA
SPEED—42 knots; COMPLETED—1943

CL



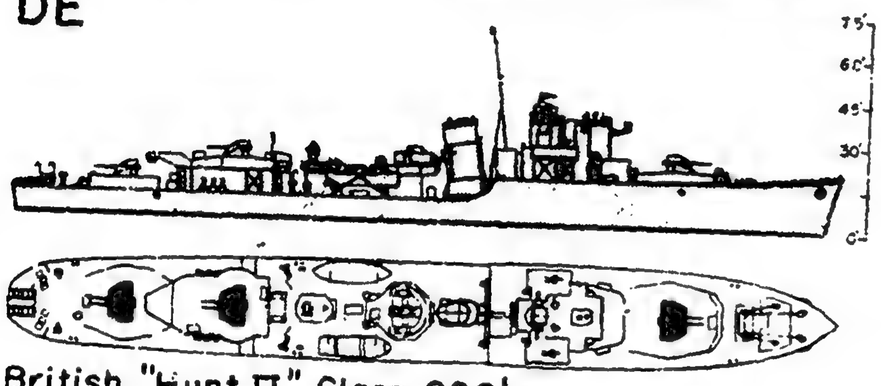
HELLI (Italian EUGENIO DI SAVOIA) 610' oa

DD

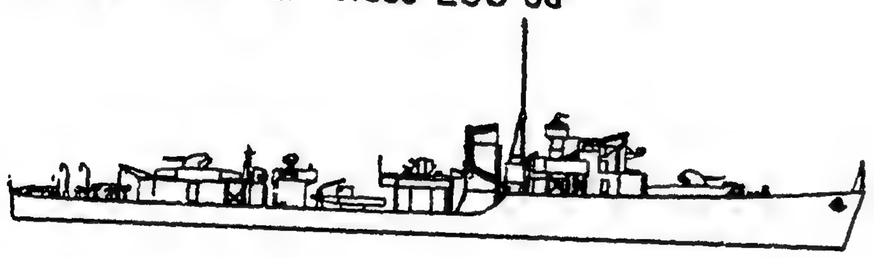


NIKI (U.S. BENSON/LIVERMORE Class) 348' oa

DE

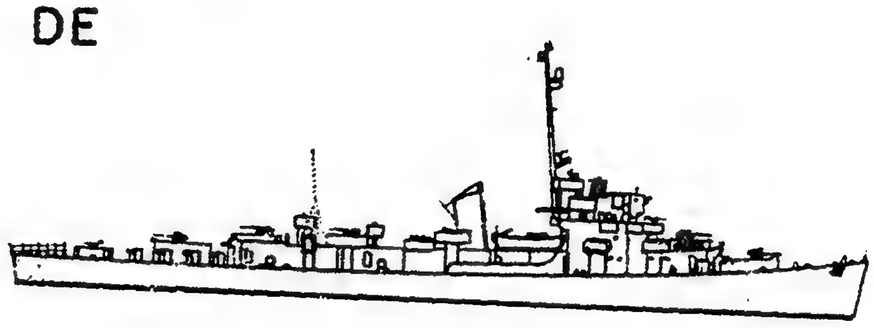


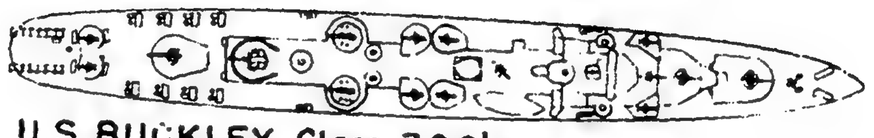
British "Hunt II" Class 280' oa



British "Hunt III" Class 280' oa

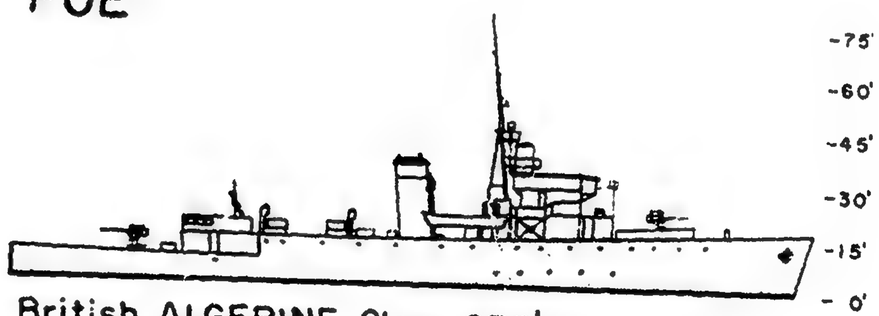
DE



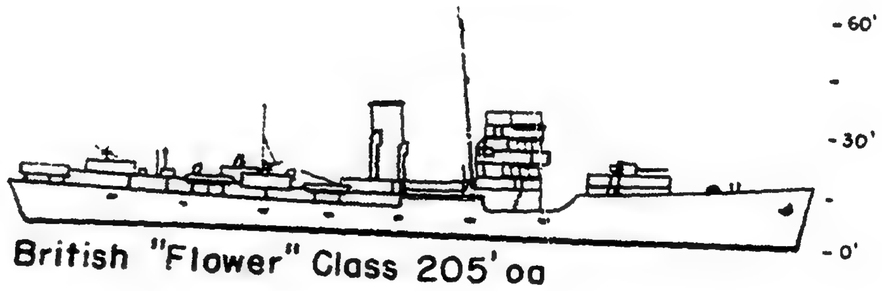


U.S. BUCKLEY Class 306' oa

PCE

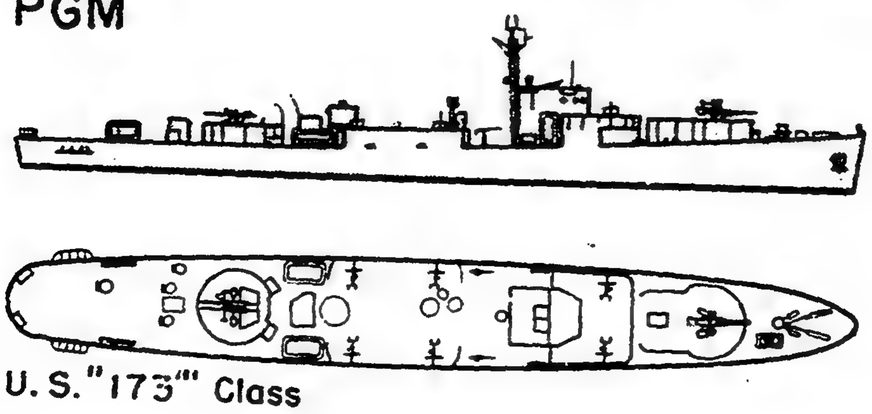


British ALGERINE Class 235' oa



British "Flower" Class 205' oa

PGM



U.S. "173'" Class

GREECE—Ship data

CL HELLI (Italian EUGENIO DI SAVOIA)
DISPL.—8,800 tons
LENGTH—610′; BEAM—57′5″; DRAFT—23′3″
ARMAMENT—8 6″; 6 3.9″
SPEED—36 knots; COMPLETED—1936

DD NIKI (U. S. BENSON/LIVERMORE Class)
DISPL.—1,630 tons
LENGTH—348′; BEAM—36′; DRAFT—18′
ARMAMENT—4 5″ 38; 12 40 mm AA
SPEED—34.5 knots; COMPLETED—1941–1942

DE British "Hunt II" Class
DISPL.—1,050 tons
LENGTH—280′; BEAM—31′ 6″; DRAFT—14′
ARMAMENT—6 4″; 4 40 mm AA
SPEED—25 knots; COMPLETED—1940–1942

DE British "Hunt III" Class
DISPL.—1,050 tons
LENGTH—280′; BEAM—31′ 6″; DRAFT—13′
ARMAMENT—4 4″; 4 40 mm AA; 2 21″ TT
SPEED—26 knots; COMPLETED—1941–1942

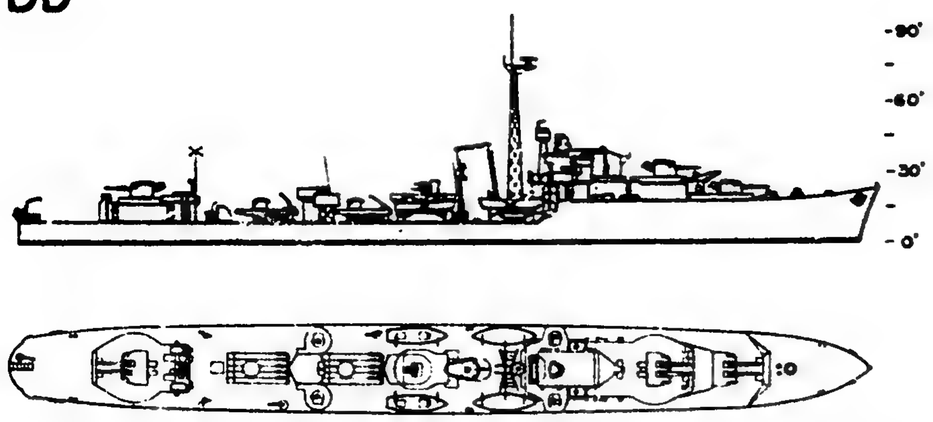
DE U. S. BUCKLEY Class
DISPL.—1,240 tons
LENGTH—306′; BEAM—37′; DRAFT—12′
ARMAMENT—3 3″/50; 6 40 mm AA
SPEED—20 knots; COMPLETED—1943–1944

PCE British ALGERINE Class
DISPL.—1,040 tons
LENGTH—235′; BEAM—35′ 6″; DRAFT—11′6″
ARMAMENT—1 4″; 4 40 mm AA
SPEED—16.5 knots; COMPLETED—1942–1945

PCE British "Flower" Class
DISPL.—1,060 tons
LENGTH—205′; BEAM—32′; DRAFT—14′ 6″
ARMAMENT—1 3″ or 1 4″; 1 40 mm AA
SPEED—16 knots; COMPLETED—1941

PGM U. S. "173'" Class
DISPL.—300 tons
LENGTH—174′; BEAM—23′; DRAFT—10′
ARMAMENT—1 3″/50; 2 40 mm AA
SPEED—20 knots; COMPLETED—1942–1943

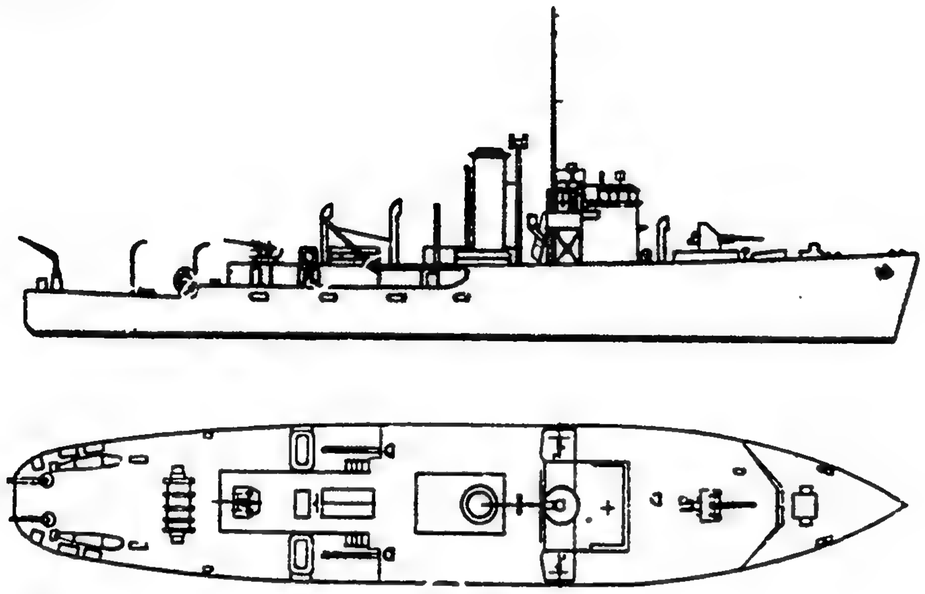
DD



GADJAH MADA (British JAVELIN Class) 356'6" oa

DD GADJAH MADA (British JAVELIN Class)
DISPL.—1,765 tons
LENGTH—356′ 6″: BEAM—36′; DRAFT—16′
ARMAMENT—6 4.7″ DP; 4 40 mm AA; 10 21″ TT
SPEED—(21 knots max.); COMPLETED—1942

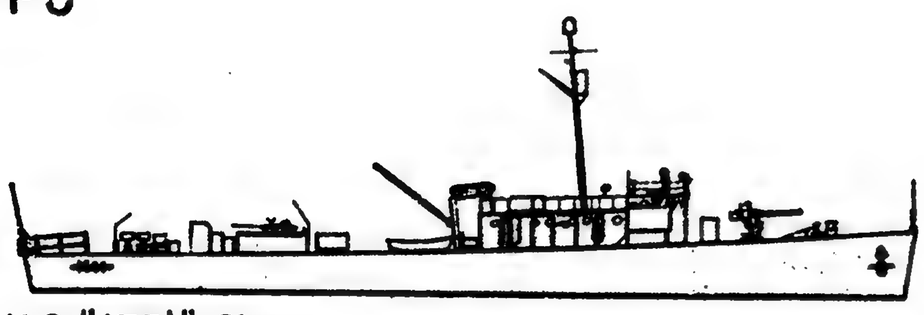
PG



British BATHURST Class 186'oa

PG British BATHURST Class
DISPL.—815 tons
LENGTH—186′; BEAM—31′; DRAFT—10′6″
ARMAMENT—1 4″ DP; 1 40 mm AA
SPEED—15.5 knots; COMPLETED—1941-42

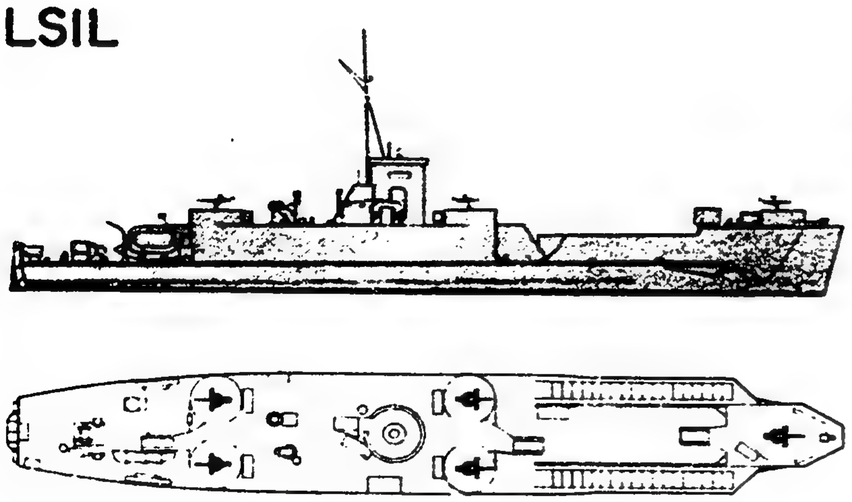
PC



U.S."173'" Class

PC U. S. "173′" Class
DISPL.—280 tons
LENGTH—174′; BEAM—23′; DRAFT—11′
ARMAMENT—1 3″ 50 DP; 4 20 mm AA
SPEED—20 knots; COMPLETED—1943

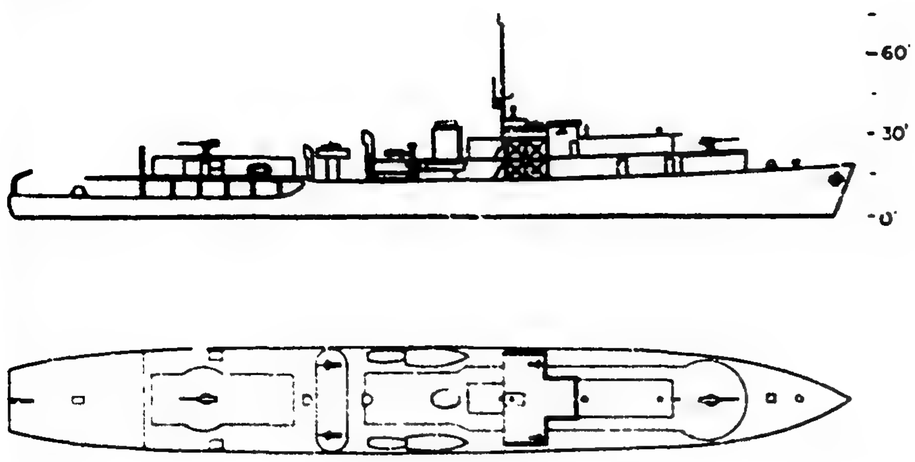
LSIL



U.S."LSIL" Class 159'oa

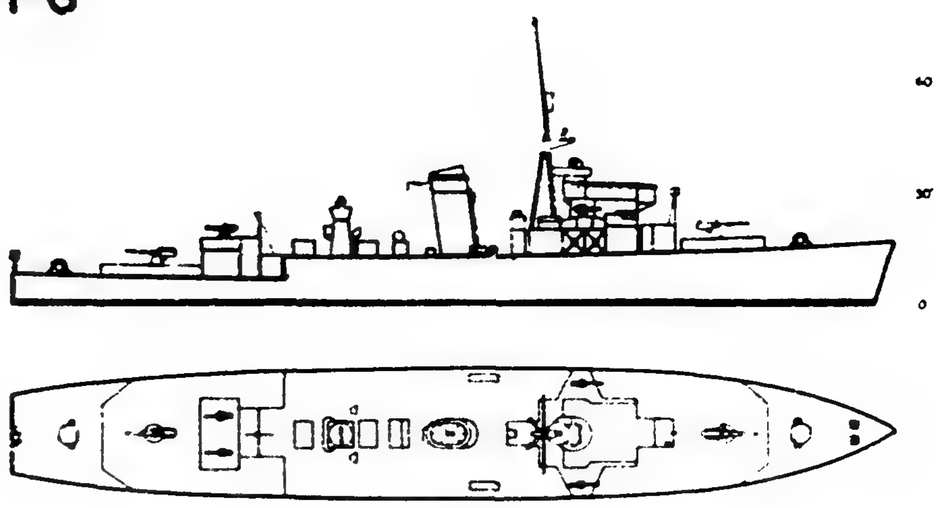
LSIL U. S. "LSIL" Class
DISPL.—210 tons
LENGTH—159′; BEAM—24′; DRAFT—7′
ARMAMENT—1 37 mm AA
SPEED—15.5 knots; COMPLETED—1944

PG



BARR British "Converted Loch" Class 307'00

PG



PELANG British ALGERINE Class 235'00

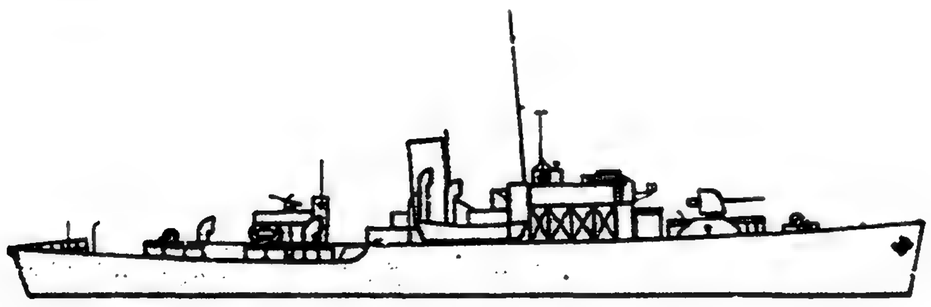
IRAN—Ship Data

PG BARR (British "Converted Loch" Class)
DISPL.—1,652 tons
LENGTH—307′; BEAM—38′ 6″; DRAFT—13′
ARMAMENT—2 4″ DP; 4 40 mm AA
SPEED—19.5 knots; COMPLETED—1945

PG PELANG (British ALGERINE Class)
DISPL.—1,040 tons
LENGTH—235′; BEAM—35′ 6″; DRAFT—12′
ARMAMENT—1 4″ DP; 4 40 mm AA
SPEED—16.5 knots; COMPLETED—1942

IRELAND

PCE



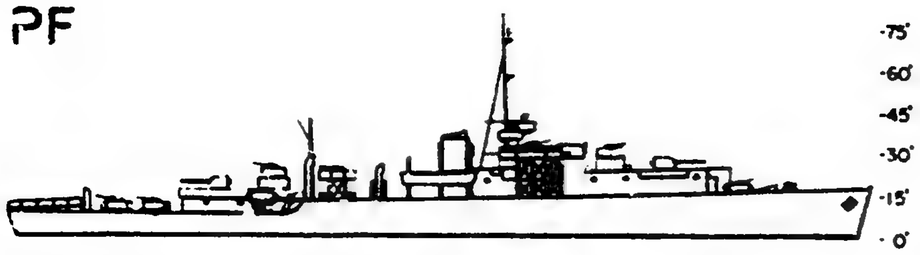
British "Flower" Class 205'00

IRELAND—Ship Data

PCE British "Flower" Class
DISPL.—1,020 tons
LENGTH—205′; BEAM—33′; DRAFT—15′
ARMAMENT—1 4″ DP; 3 40 mm AA
SPEED—16.5 knots; COMPLETED—1941-42

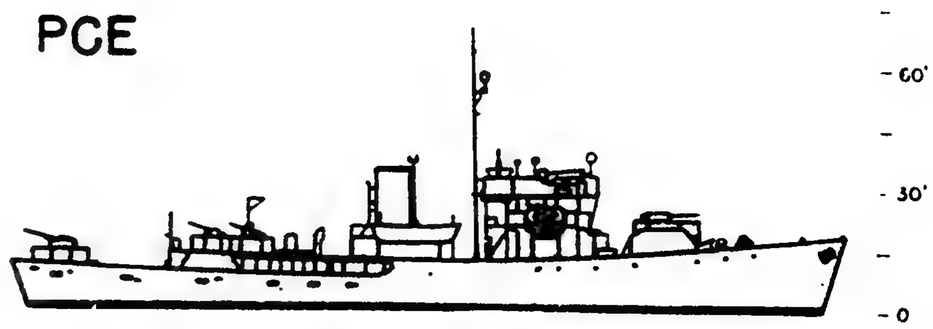
ISRAEL

PF



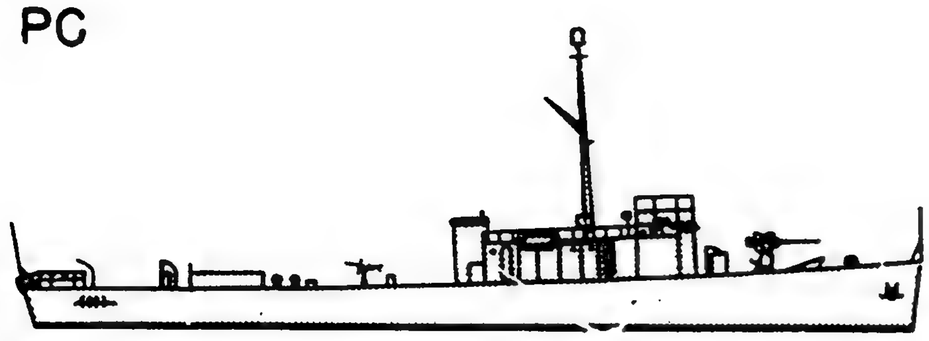
MISGAV (British "River" Class) 301' oa

PCE



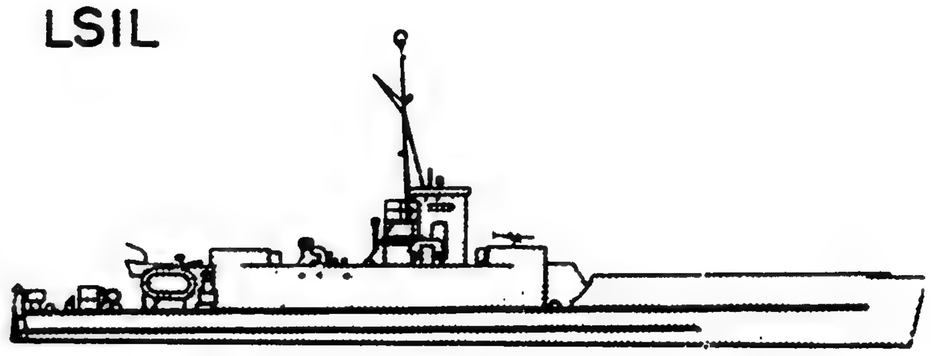
British "Modified Flower" Class 208'6"oa

PC



U.S. "173'" Class

LSIL



U.S "LSIL" Class 159' oa

ISRAEL—Ship Data

PF MISGAV (British "River" Class)
DISPL.—1,445 tons
LENGTH—301′; BEAM—37′; DRAFT—15′
ARMAMENT—2 4″ DP: 10 20 mm AA
SPEED—20 knots; COMPLETED—1944

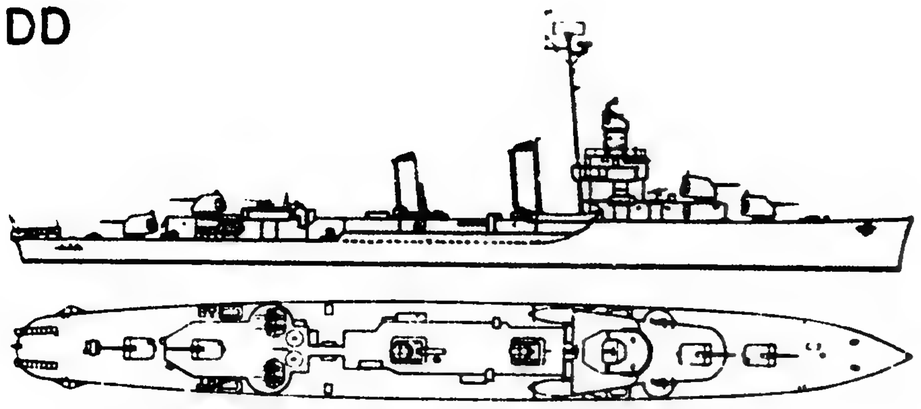
PC U. S. "173′" Class
DISPL.—280 tons
LENGTH—174′; BEAM—23′; DRAFT—11′
ARMAMENT—
SPEED—20 knots; COMPLETED—1942

PCE British "Modified Flower" Class)
DISPL.—970 tons
LENGTH—208′ 6″; BEAM—33′; DRAFT—18′
ARMAMENT—2 4″ DP; 10 20 mm AA
SPEED—16.5 knots; COMPLETED—1943-44

LSIL U. S. "LSIL" Class
DISPL.—210 tons
LENGTH—159′; BEAM—24′; DRAFT—7′
ARMAMENT—3 M. G.
SPEED—15.5 knots; COMPLETED—1944

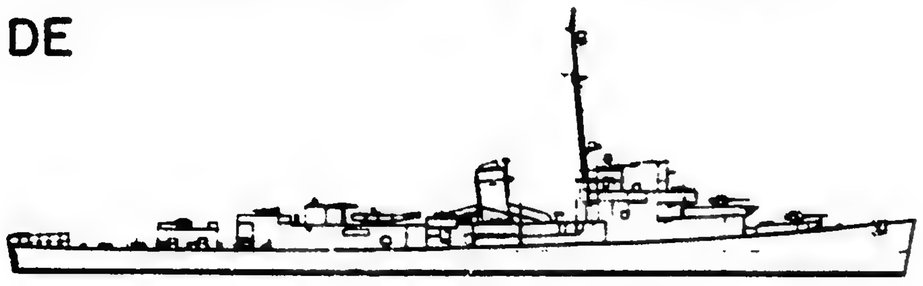
JAPAN

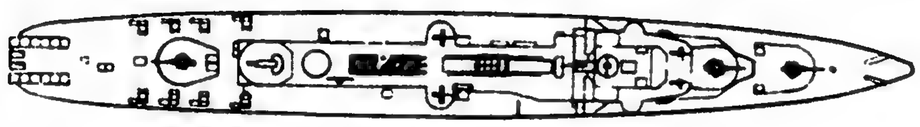
DD



U. S. BENSON/LIVERMORE Class 348' oa

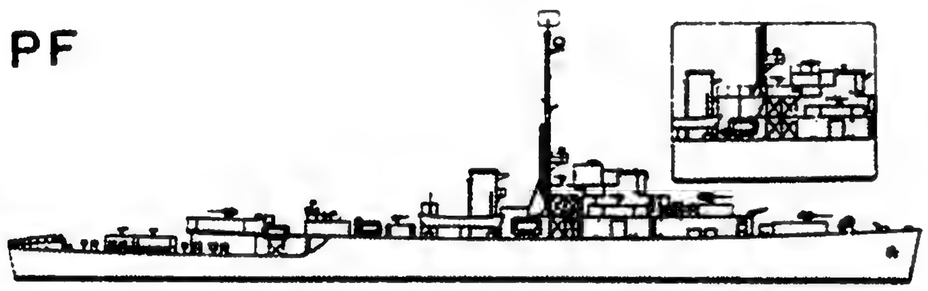
DE

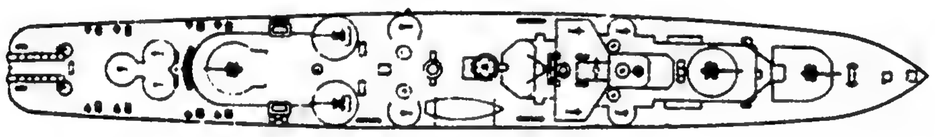




U. S. BUCKLEY Class 306' oa

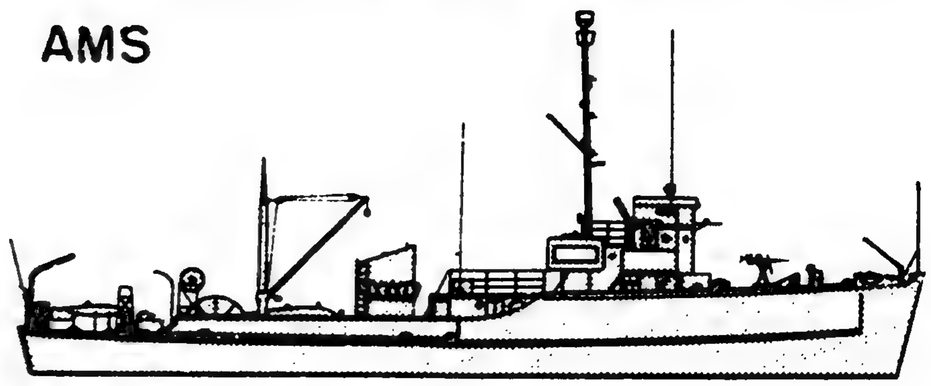
PF

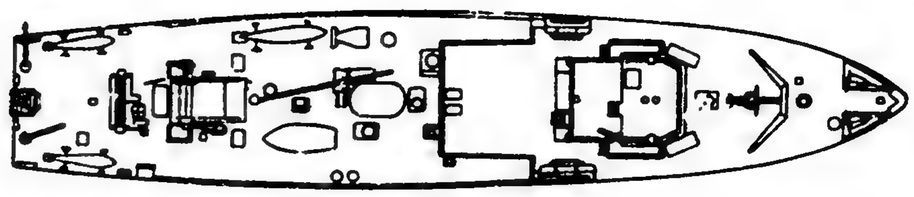




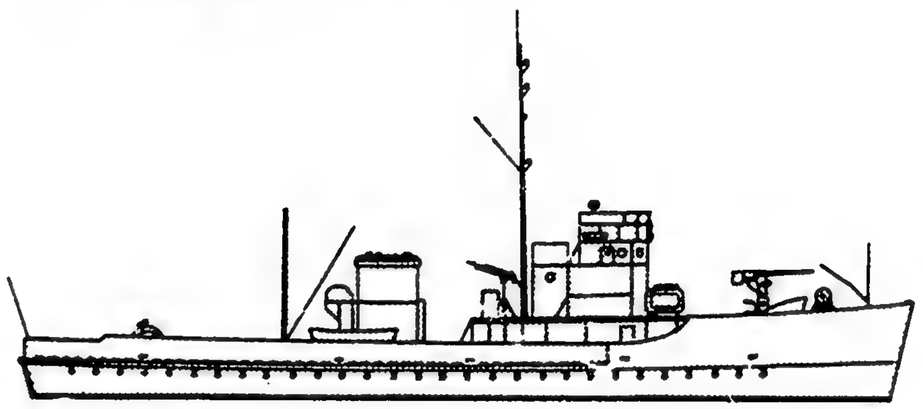
U.S. TACOMA Class 304' oa
(Insert shows UME (PF-9)

AMS



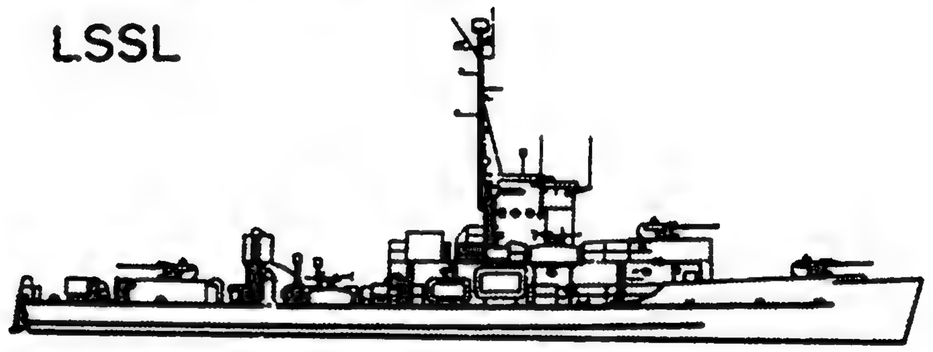


U.S. AMS 60 Class 144' oa



U.S. "136'" Class

LSSL



U.S. "LSSL" Class 159' oa

JAPAN—Ship Data

DD U. S. BENSON/LIVERMORE Class
DISPL.—1,620 tons
LENGTH—348′; BEAM—36′; DRAFT—18′
ARMAMENT—3-4 5″/38 DP; 4 40 mm AA
SPEED—36 knots; COMPLETED—1940

DE U. S. BUCKLEY Class
DISPL.—1,240 tons
LENGTH—306′; BEAM—37′; DRAFT—12′
ARMAMENT—3 3″/50; 2–6 40 mm AA
SPEED—20 knots; COMPLETED—1942–44

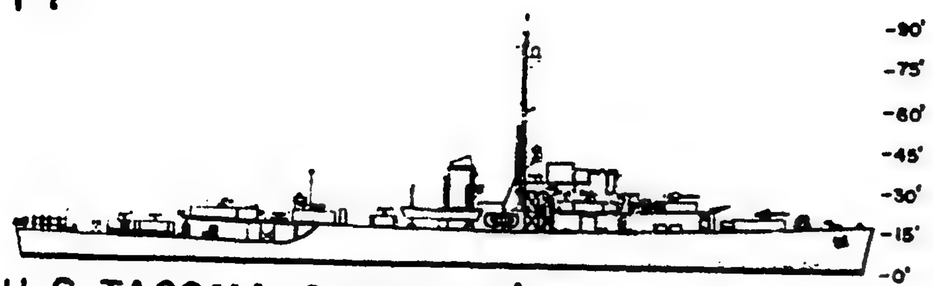
PF U. S. TACOMA Class
DISPL.—1,430 tons
LENGTH—304′; BEAM—38′; DRAFT—15′
ARMAMENT—3 3″/50; 2–4 40 mm AA
SPEED—20 knots; COMPLETED—1943–45

AMS U. S. AMS 60 Class
DISPL.—370 tons
LENGTH—144′; BEAM—26′ 6″;
DRAFT—8′
ARMAMENT—2 20 mm AA
SPEED—14 knots; COMPLETED—1953–55

AMS U. S. "136'" Class
DISPL.—280 tons
LENGTH—136′; BEAM—24′ 6″;
DRAFT—9′
ARMAMENT—1 40 mm AA; 2 20 mm AA
SPEED—15 knots; COMPLETED—1942–45

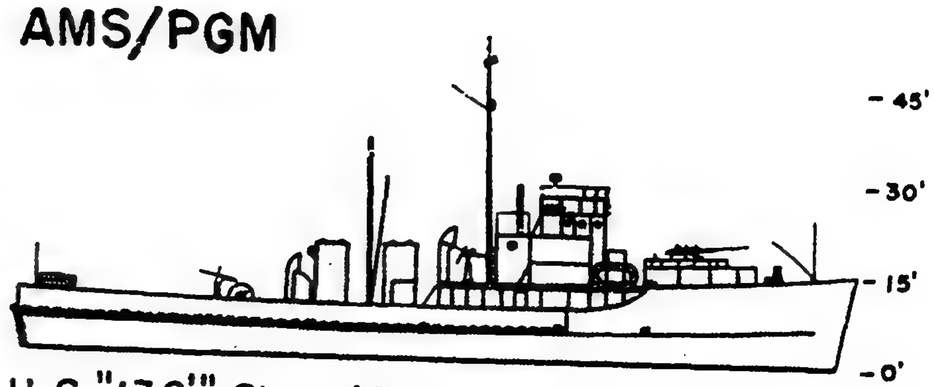
LSSL U. S. "LSSL" Class
DISPL.—210 tons
LENGTH—159′; BEAM—24′; DRAFT—7′
ARMAMENT—5–6 40 mm AA
SPEED—15.5 knots; COMPLETED—1945

PF



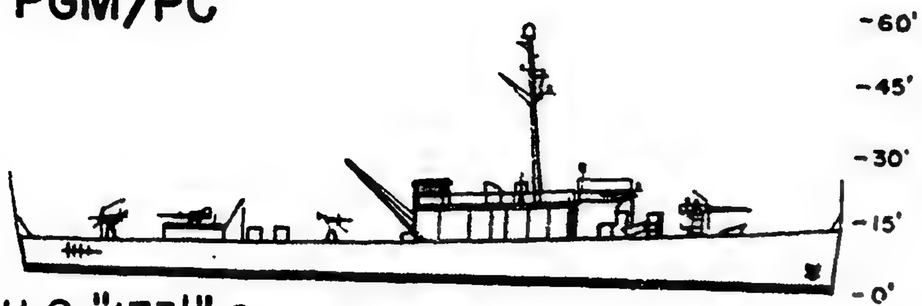
U. S. TACOMA Class 304'00

AMS/PGM

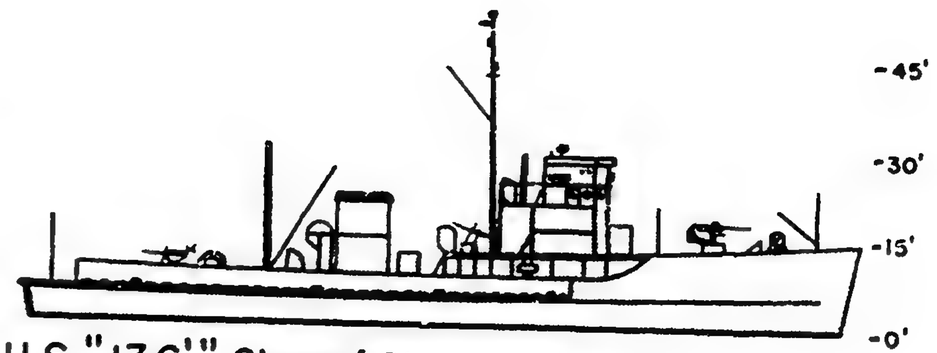


U. S. "136'" Class (2 Stacks)

PGM/PC

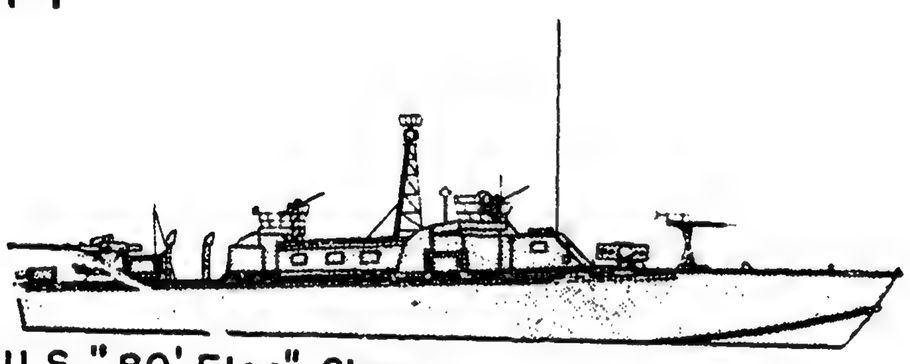


U. S. "173'" Class



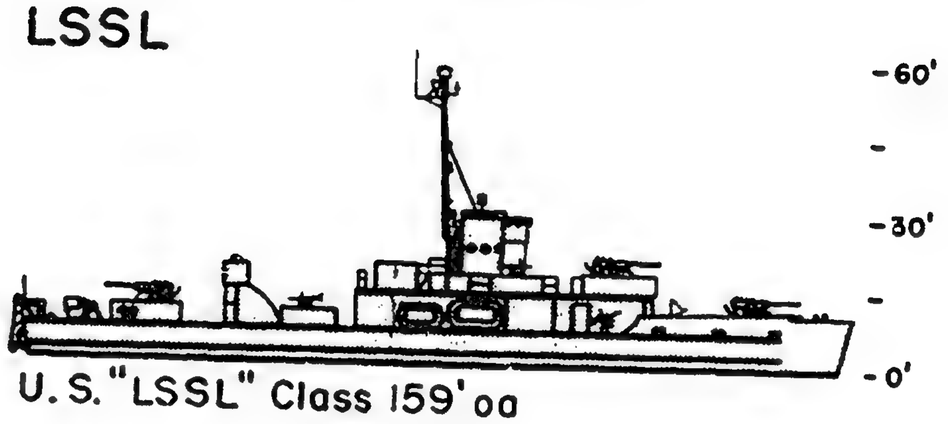
U. S. "136'" Class (Single Stack)

PT



U. S. "80' Elco" Class

LSSL



U. S. "LSSL" Class 159'00

REPUBLIC OF KOREA—Ship Data

PF U. S. TACOMA Class
DISPL.—1,430 tons
LENGTH—304′; BEAM—38′; DRAFT—15′
ARMAMENT—3 3″/50 DP; 2 40 mm AA
SPEED—20 knots; COMPLETED—1943–44

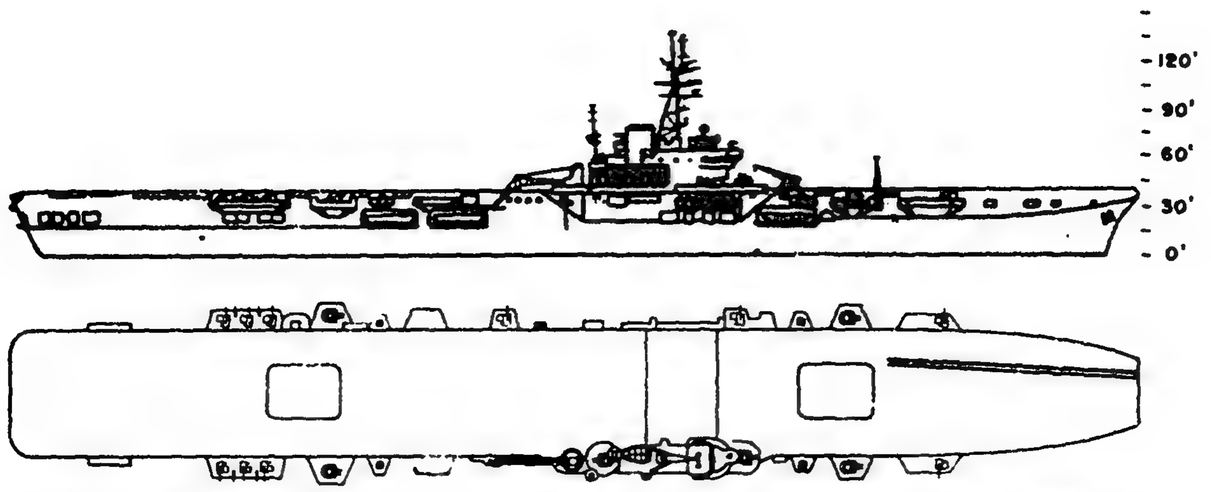
PGM/PC U. S. "173′" Class
DISPL.—280 tons
LENGTH—174′; BEAM—23′; DRAFT—11′
ARMAMENT—1 3″/50 DP; 1 40 mm AA
SPEED—20 knots; COMPLETED—1942–45

PT U. S. "80′ Elco" Class
DISPL.—33 tons
LENGTH—80′; BEAM—21′; DRAFT—6′
ARMAMENT—1 40 mm AA; 1 20 mm AA
SPEED—40 knots; COMPLETED—1945

AMS/PGM U. S. "136′" Class
DISPL.—280 tons
LENGTH—136′; BEAM—24′ 6″;
DRAFT—7′
ARMAMENT—1 40 mm AA; 2 20 mm AA
SPEED—15 knots; COMPLETED—1942–45

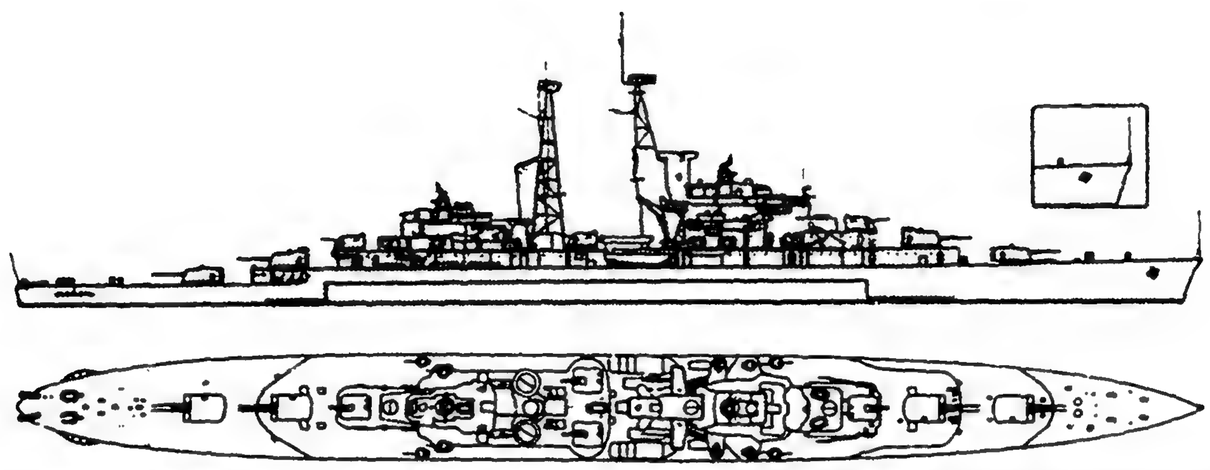
LSSL U. S. "LSSL" Class
DISPL.—210 tons
LENGTH—159′; BEAM—24′; DRAFT—7′
ARMAMENT—5–6 40 mm AA
SPEED—15.5 knots; COMPLETED—1945

CVL

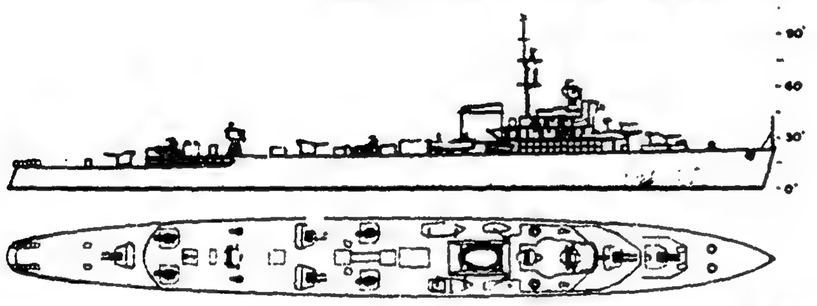


KAREL DOORMAN (British MAJESTIC-COLOSSUS Class) 693'oa

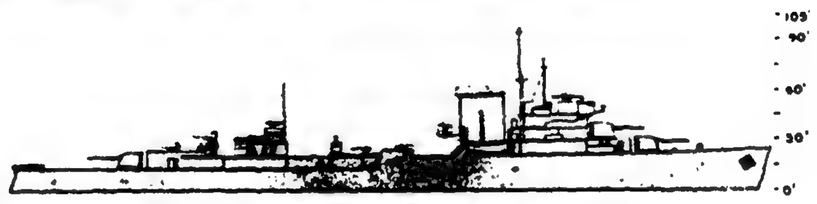
CL



DeRUYTER 609'-614'6"oa (Insert shows bow of De ZEVEN PROVINCIEN)

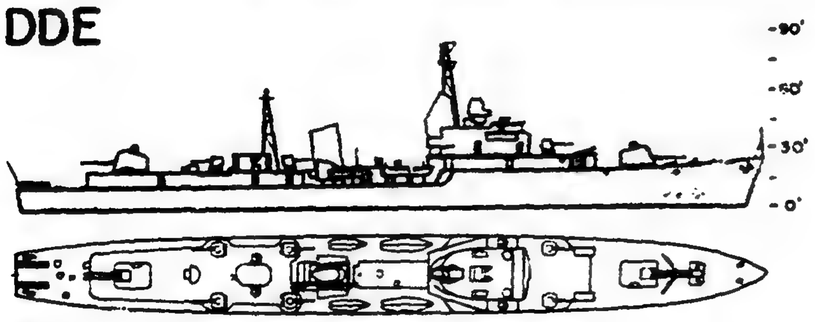


TROMP Class (JACOB VAN HEEMSKERCK) 433'oa



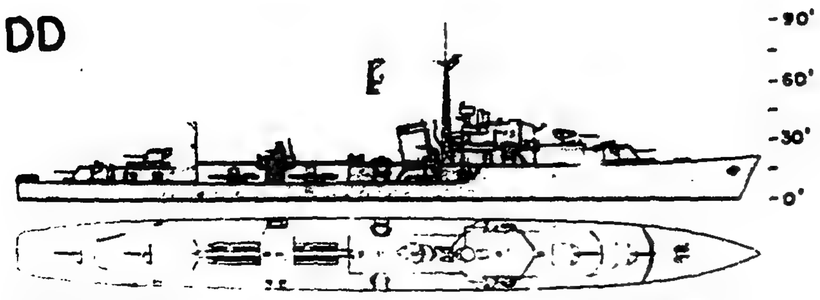
TROMP Class (TROMP) 433'oa

DDE



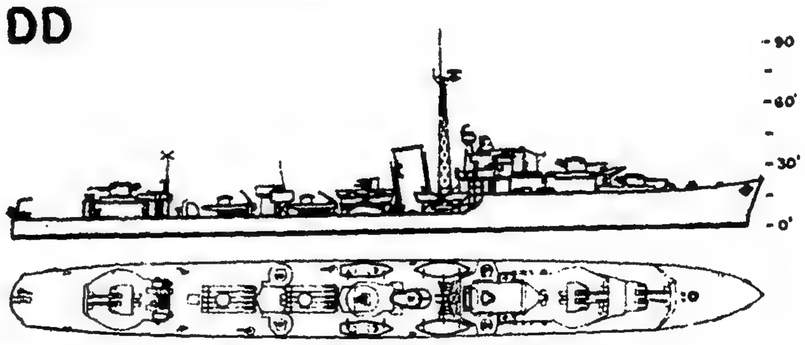
HOLLAND Class 371'oa

DD

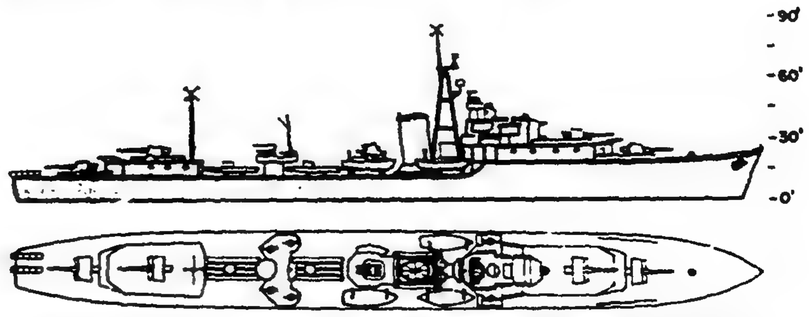


British "Emergency" 4.7" Class 363'oa

DD

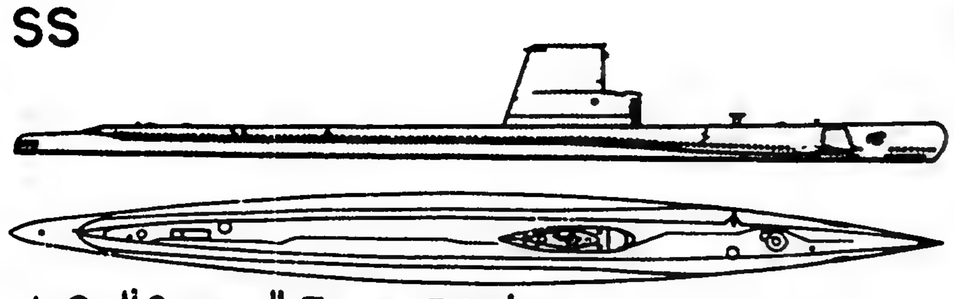


British JAVELIN Class 356'6" oa

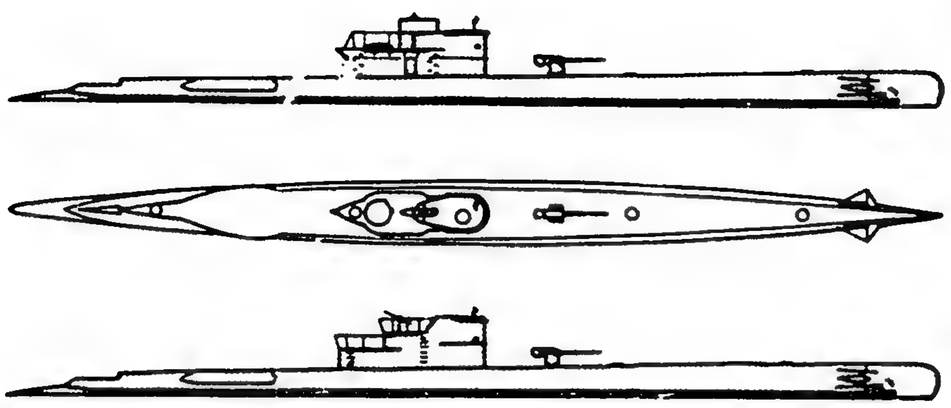


British "Emergency" Class – 1st series 358' oa

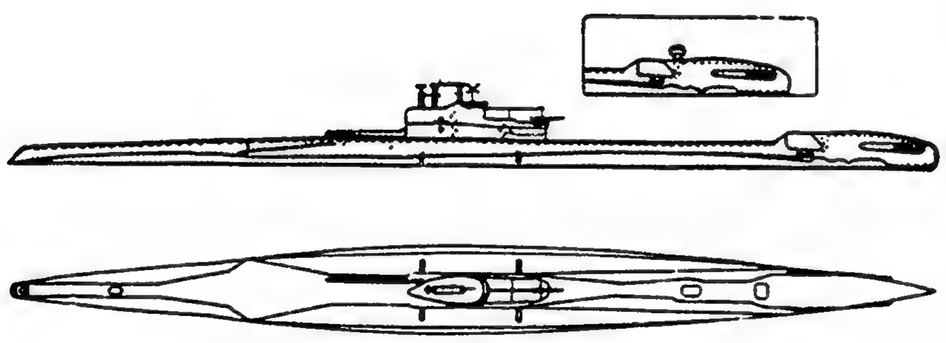
SS



U. S. "Guppy" Type 309' oa

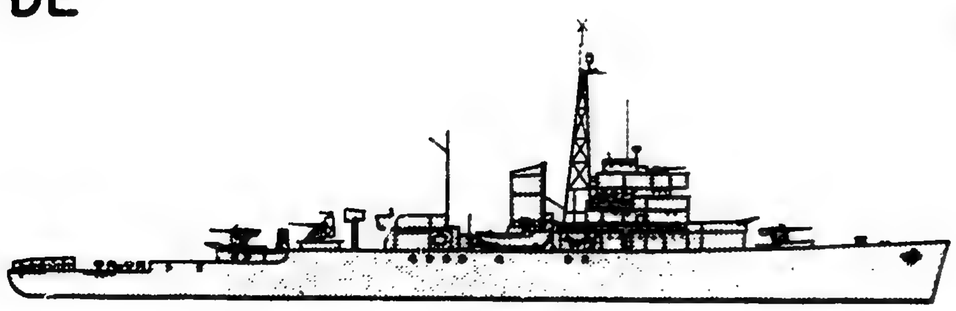


"O-21" Class 254' oa
TOP: O-21/O-24 (With or Without Gun)
BOTTOM: O-27 (German Type Conning Tower)



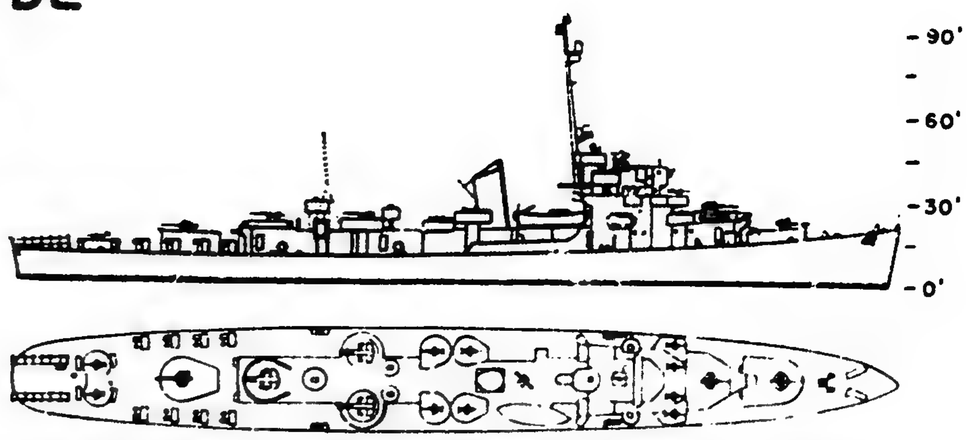
British TRITON Class 273' oa

DE



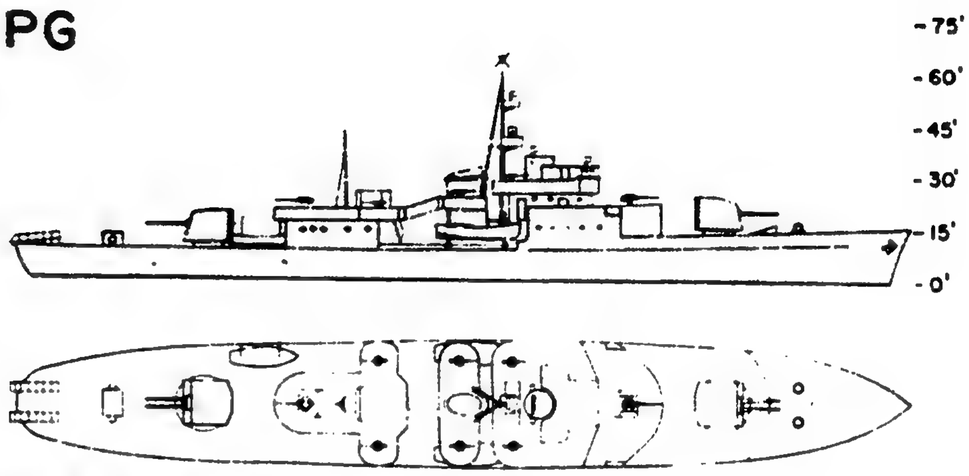
VAN KINSBERGEN 338' oa

DE



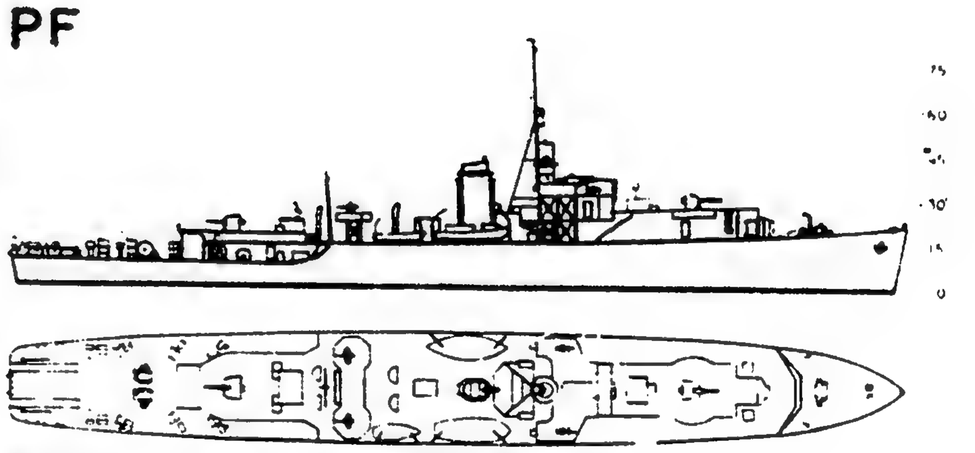
De BITTER (U. S. BUCKLEY Class) 306' oa

PG



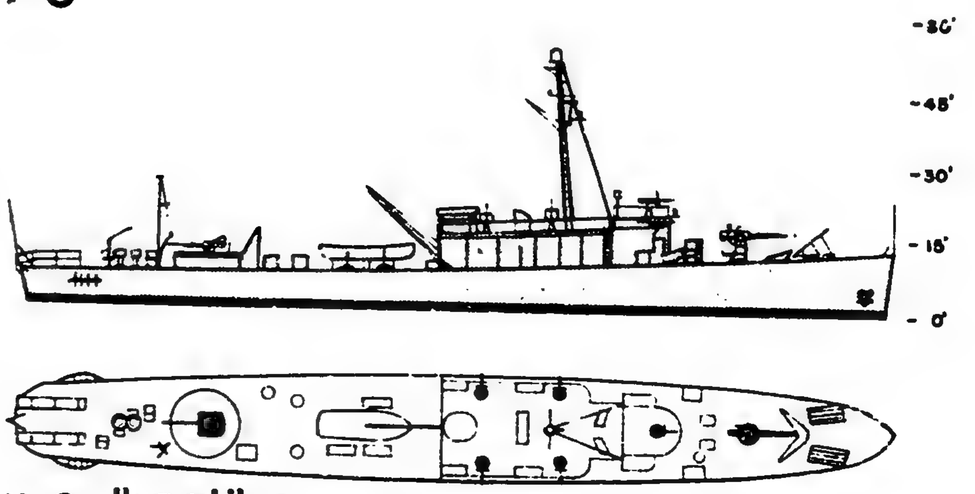
VAN SPEIJK Class 256' oa

PF



BRITISH "River" Class 301' oa

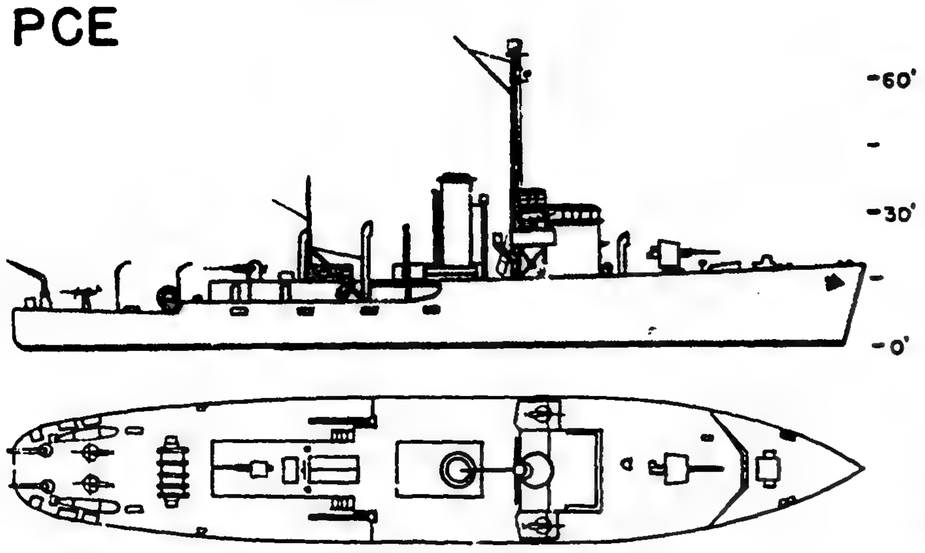
PC



U. S. "173'" Class

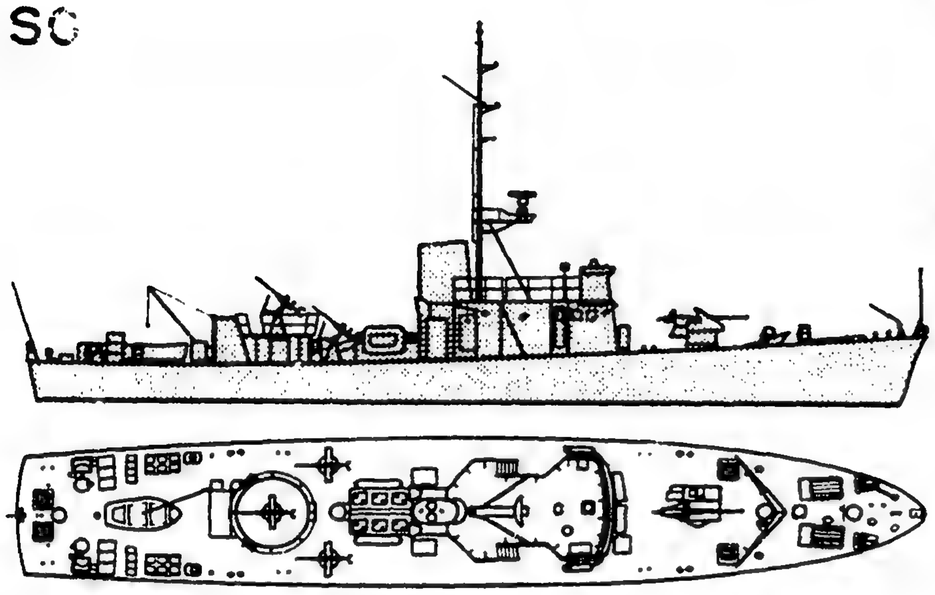
NETHERLANDS

PCE



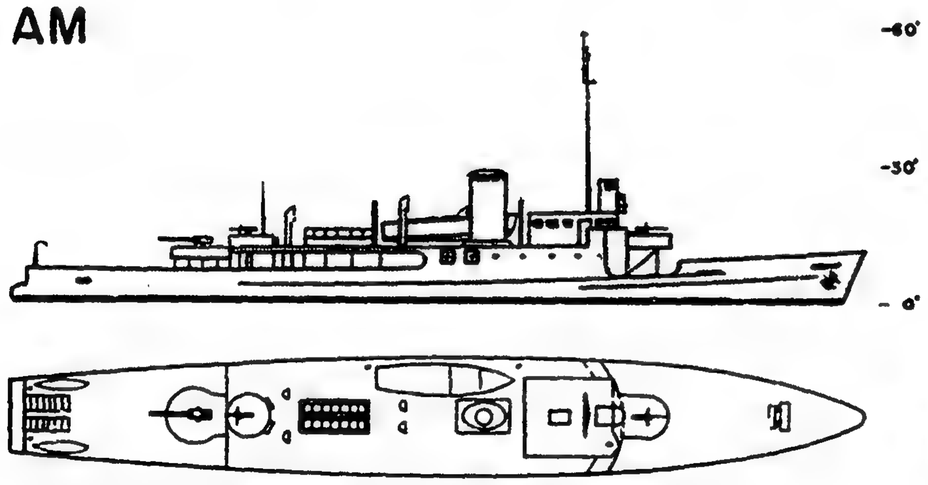
British BATHURST Class 186' oa

SC



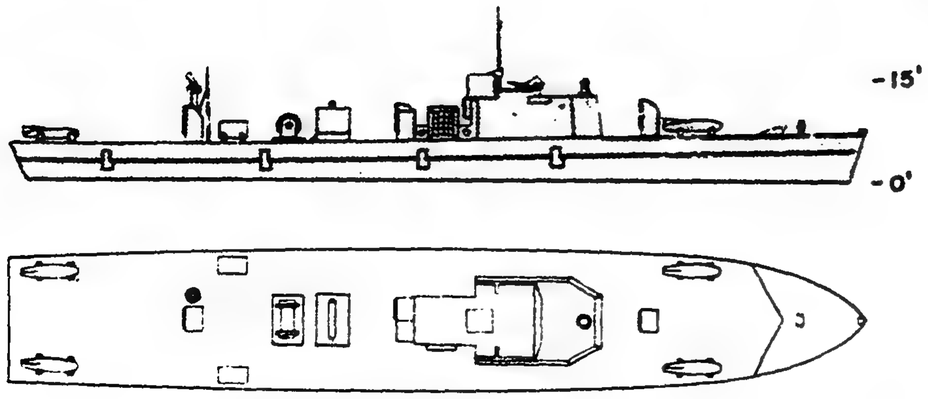
BALDER Class 119' oa

AM



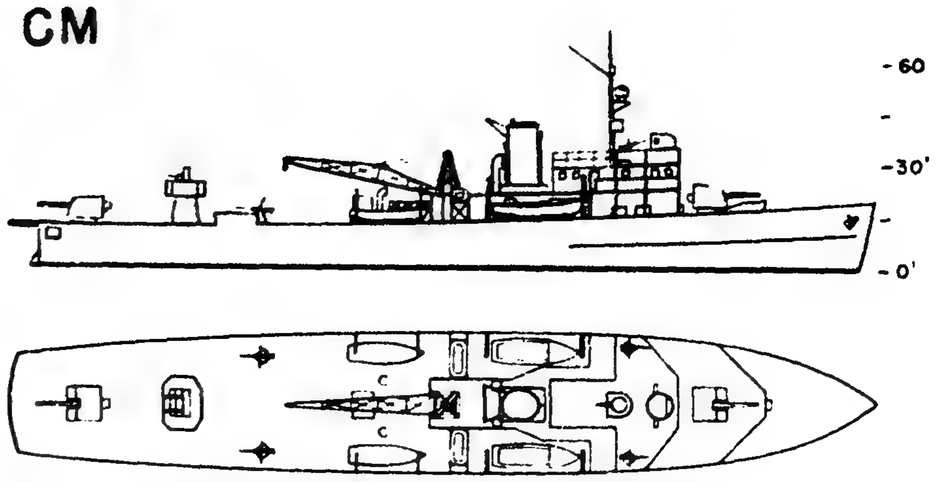
JAN VAN AMSTEL Class 184' oa

AMC



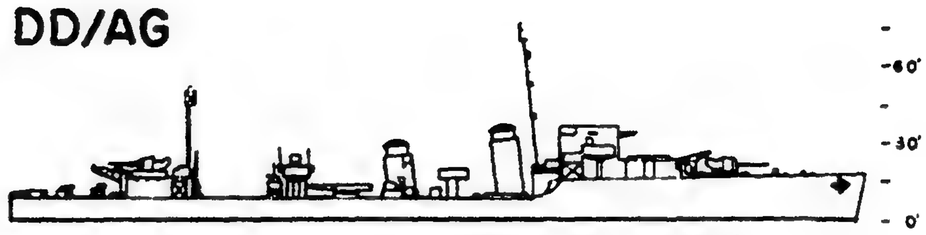
German R-218 Class 122' oa

CM



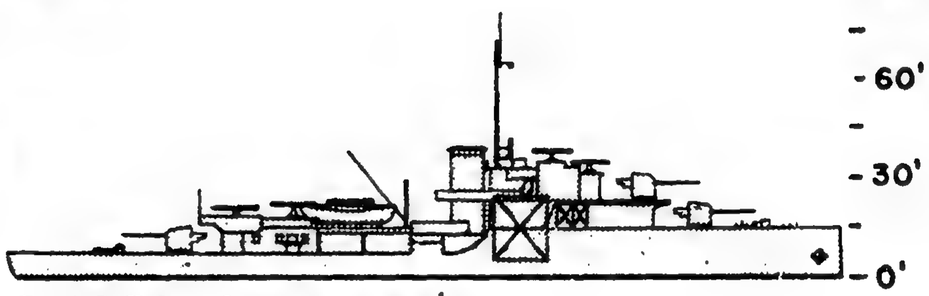
WILLEM VAN DER ZANN 247' oa

DD/AG

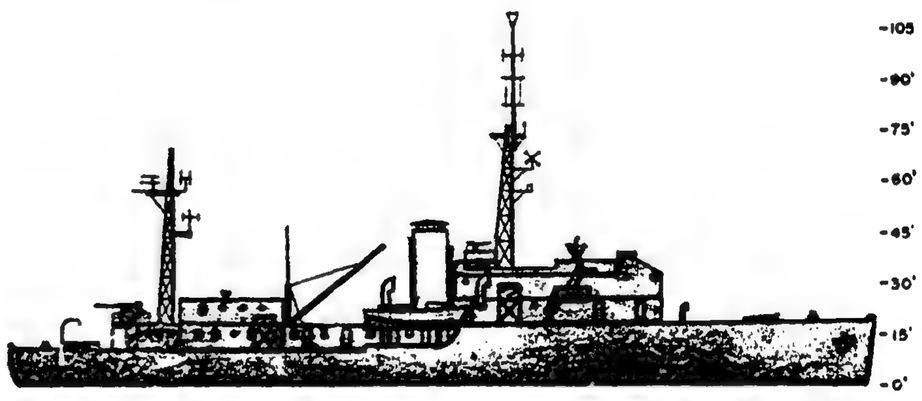


MARNIX (British GARLAND) 323' oa

AG

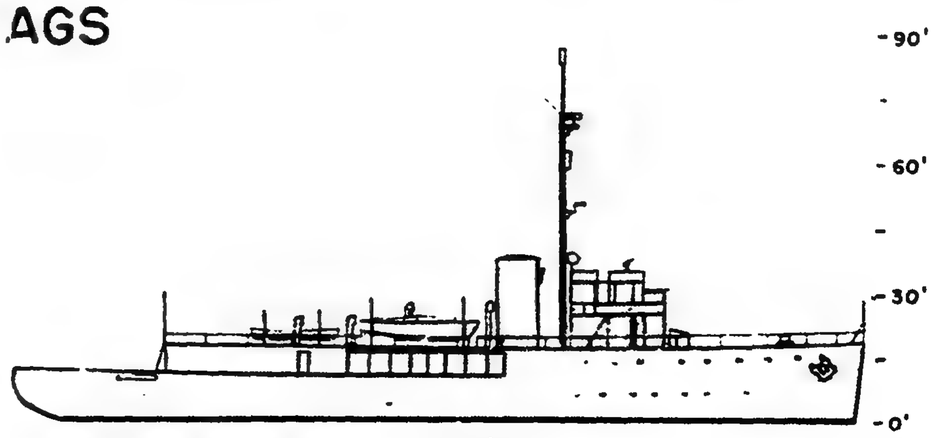


FLORES Class 248' oa



SOEMBA (FLORES Class) 248' oa (Radar training ship)

AGS



JAN VAN BRAKEL 193' oa

NETHERLANDS—Ship Data

CVL KAREL DOORMAN (British MAJESTIC-COLOSSUS Class)
DISPL.—13,190 tons
LENGTH—693′; BEAM—112′ 6″; DRAFT—23′ 6″
ARMAMENT—24 40 mm AA
SPEED—25 knots; COMPLETED—1945

CL De RUYTER Class
DISPL.—9,664 tons
LENGTH—609′-614′ 6″; BEAM—57′; DRAFT—22′
ARMAMENT—8 6″; 8 57 mm AA; 8 40 mm AA
SPEED—32 knots; COMPLETED 1953

CL TROMP Class (TROMP and JACOB VAN HEEMSKERCK)
DISPL.—3,350 tons
LENGTH—433′; BEAM—41′; DRAFT—18′
ARMAMENT:
TROMP—6 5.9″; 4 3″ AA; 8 40 mm AA
JACOB VAN HEEMSKERCK—10 4″ DP; 8 40 mm AA
SPEED—30-32 knots; COMPLETED—1938 (TROMP); 1941 (JACOB VAN HEEMSKERCK)

DDE HOLLAND Class
DISPL.—2,160 tons
LENGTH—371′; BEAM—37′ 6″; DRAFT—12′ 6″
ARMAMENT—4 4.7″ DP; 4 40 mm AA
SPEED—32 knots; COMPLETED—1954

DD British "Emergency" 4.7″ Class
DISPL.—1,710 tons
LENGTH—363′; BEAM—36′; DRAFT—16′
ARMAMENT—4 4.7″; 2-4 40 mm AA
SPEED—36 knots; COMPLETED—1943

DD British "Emergency" Class—1st series
DISPL.—1,725 tons
LENGTH—358′; BEAM—36′; DRAFT—16′
ARMAMENT—4 4.7″; 8 40 mm AA; 8 21″ TT
SPEED—36 knots; COMPLETED—1942

DD British JAVELIN Class
DISPL.—1,765 tons
LENGTH—356′ 6″; BEAM—36′; DRAFT—16′
ARMAMENT—6 4.7″; 4 40 mm AA; 5 21″ TT
SPEED—36 knots; COMPLETED—1942

SS U. S. "Guppy" Type
DISPL.—1,526 tons
LENGTH—309′; BEAM—27′; DRAFT—17′
ARMAMENT—10 21″ TT
SPEED—20 knots (surface), COMPLETED 1944; CONVERTED—1952

SS "O-21" Class
DISPL.—962 tons
LENGTH—254′; BEAM—25′ 6″; DRAFT—13′
ARMAMENT—1 3.5″; 1 20 mm AA; 6 21″ TT
SPEED—19 knots (surface), 9 knots (submerged); COMPLETED—1940-41

SS British TRITON Class
DISPL.—1,090 tons
LENGTH—273′; BEAM—27′; DRAFT—15′
ARMAMENT—1 4″; 2 20 mm AA; 11 21″ TT
SPEED—15 knots (surface), 8 knots (submerged); COMPLETED—1944-45

DE VAN KINSBERGEN
DISPL.—1,760 tons
LENGTH—338′; BEAM—38′; DRAFT—14′
ARMAMENT—2 4.1″; 3 40 mm AA
SPEED—25 knots; COMPLETED—1939

DE De BITTER Class (U. S. BUCKLEY Class)
DISPL.—1,250 tons
LENGTH—306′; BEAM—37′; DRAFT—12′
ARMAMENT—3 3″/50; 6 40 mm AA
SPEED—21 knots; COMPLETED—1943-44

PG VAN SPEIJK Class
DISPL.—1,262 tons
LENGTH—256′; BEAM—33′ 6″; DRAFT—11′
ARMAMENT—4 4.7″; 4 40 mm AA
SPEED—17.5 knots; COMPLETED—1942

PF British "River" Class
DISPL.—1,450 tons
LENGTH—301′; BEAM—37′; DRAFT—15′
ARMAMENT—2 4.1″; 2 40 mm AA
SPEED—20 knots; COMPLETED—1943

PC U. S. "173′" Class
DISPL.—280 tons
LENGTH—174′; BEAM—23′; DRAFT—11′
ARMAMENT—1 3″/50 DP; 1 40 mm AA
SPEED—20 knots; COMPLETED—1942-45

NETHERLANDS—Ship Data

PCE British BATHURST Class
DISPL.—650–790 tons
LENGTH—186′; BEAM—31′; DRAFT—10′
ARMAMENT—1 4″; 1 40 mm AA; 4 20 mm AA
SPEED—15 knots; COMPLETED—1941–42

SC BALDER Class
DISPL.—158 tons
LENGTH—119′; BEAM—20′; DRAFT—6′
ARMAMENT—1 40 mm AA; 3 20 mm AA
SPEED—15 knots; COMPLETED—1954–

AN JAN VAN AMSTEL Class
DISPL.—460 tons
LENGTH—184′; BEAM—26′; DRAFT—8′
ARMAMENT—1 40 mm AA; 3 20 mm AA
SPEED—15.5 knots; COMPLETED—1937

AMC German R–218 Class
DISPL.—123 tons
LENGTH—122′; BEAM—22′; DRAFT—5′
ARMAMENT—
SPEED—24 knots; COMPLETED—1942–1944

CM WILLEM VAN DER ZAAN
DISPL.—1,300 tons
LENGTH—247′; BEAM—37′; DRAFT—11′
ARMAMENT—2 4.7″; 4 40 mm AA
SPEED—15 knots; COMPLETED—1939

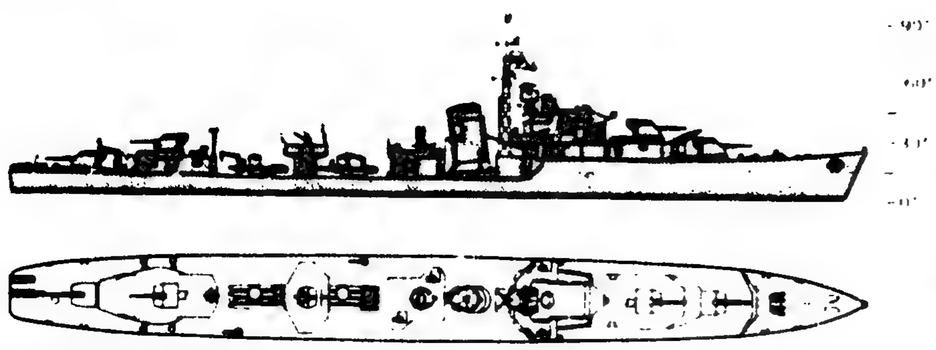
DD/AG MARNIX (British GARLAND)
DISPL.—1,335 tons
LENGTH—323′; BEAM—33′; DRAFT—15′
ARMAMENT—2 4″; 6 20 mm AA
SPEED—36 knots; COMPLETED—1936

AG FLORES Class
DISPL.—1,450 tons
LENGTH—248′; BEAM—38′; DRAFT—12′
ARMANENT—1 5.9″; 2 4.1″ DP
SPEED—15 knots; COMPLETED—1927

AGS JAN VAN BRAKEL
DISPL.—740 tons
LENGTH—193′; BEAM—33′; DRAFT—13′
ARMAMENT—1 4.1″ DP; 1 40 mm AA
SPEED—15 knots; COMPLETED—1936

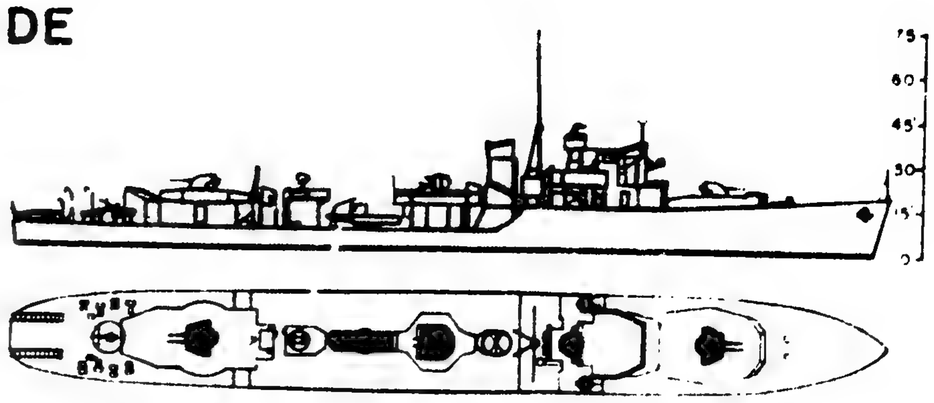
343149 O—55——16

DD



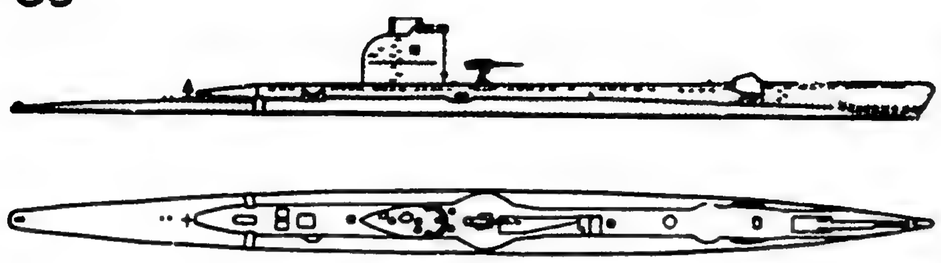
British "Emergency" Class 363' oa

DE

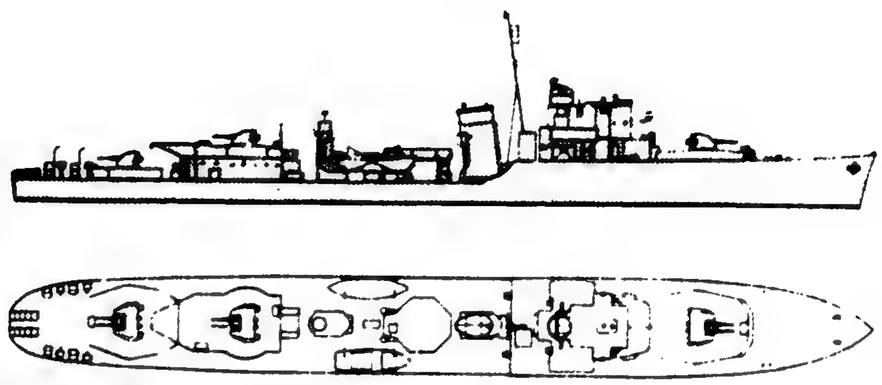


British "Hunt III" Class 280' oa

SS

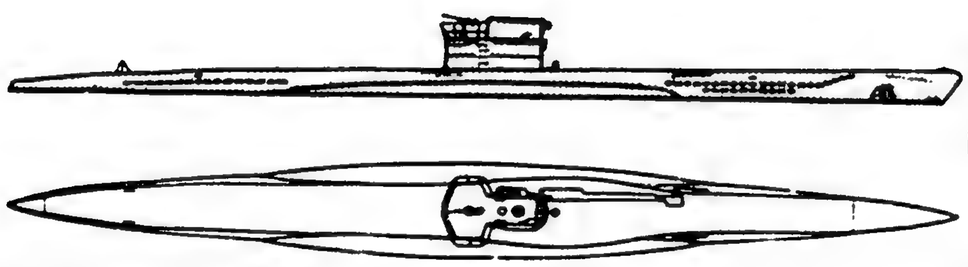


British UNITY Class 197'-205'oa

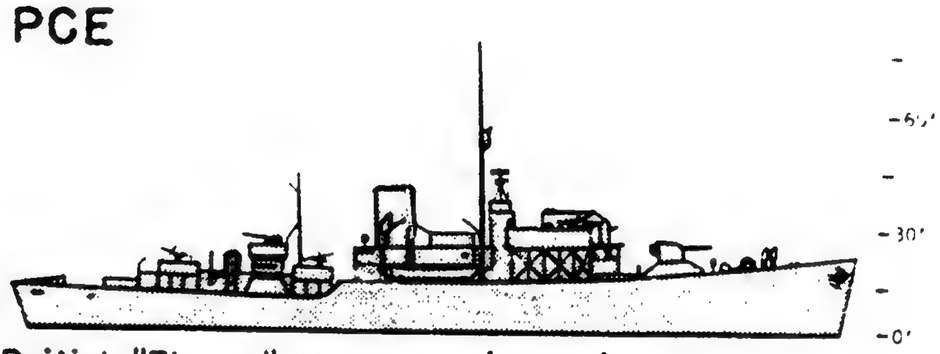


British "Hunt II" Class 280' oa

PCE

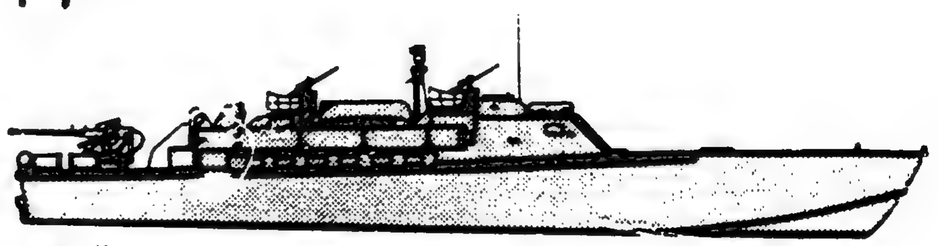


German "Type VII C" Class 221'6"oa



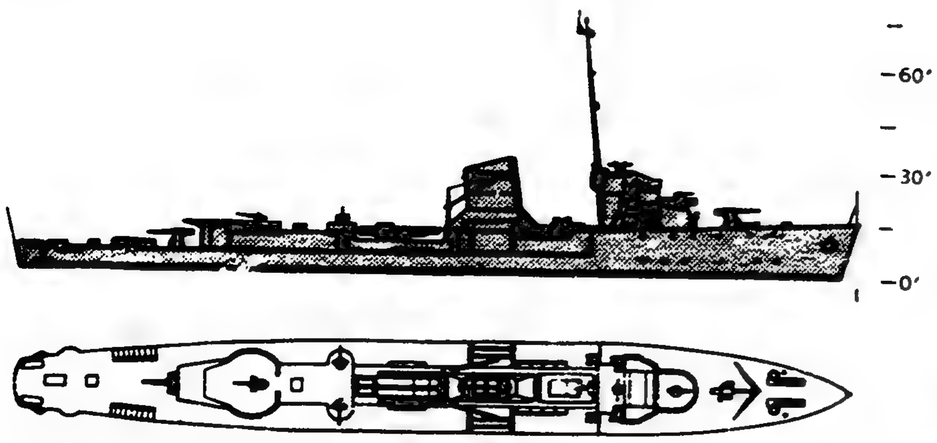
British "Flower" Class 205'-208'oa

PT



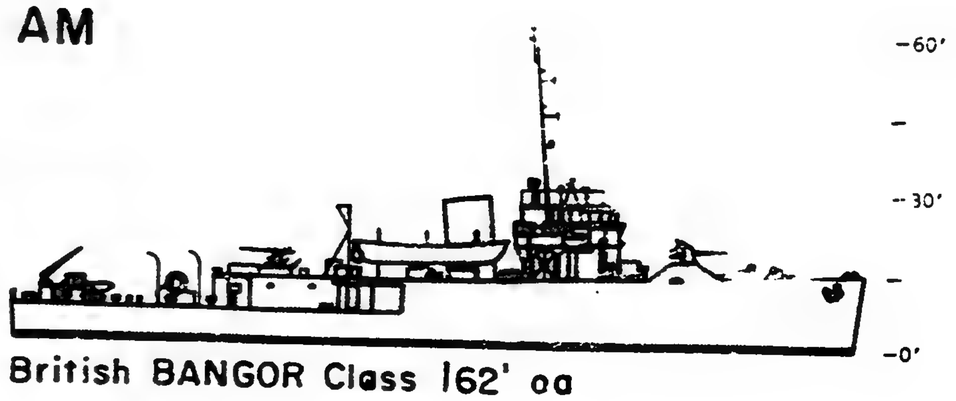
U.S. "80' ELCO BOAT" Class

DC



SLEIPNER Class 244' oa

AM



British BANGOR Class 162' oa

NORWAY—Ship Data

DD British "Emergency" Classes
DISPL.—1,710 tons
LENGTH—363′; BEAM—36′; DRAFT—16′
ARMAMENT:
4.5″ Gun Group—4 4.5″ DP; 4 40 mm AA; 4 21″ TT
4.7″ Gun Group—4 4.7″; 6 40 mm AA; 8 21″ TT
SPEED—34 knots; COMPLETED—1943–47

SS British UNITY Class
DISPL.—540–545 tons
LENGTH—197–205′; BEAM—16′; DRAFT—15′
ARMAMENT—1 3″; 4 21″ TT
SPEED—11 knots (surface), 10 knots (submerged); COMPLETED—1943–44

SS German "Type VII C" Class
DISPL.—769 tons
LENGTH—221′ 6″; BEAM—20′ 6″; DRAFT—15′ 6″
ARMAMENT—5 21″ TT
SPEED—17 knots (surface), 7.5 knots (submerged); COMPLETED—1943

DC SLEIPNER Class
DISPL.—632 tons
LENGTH—244′; BEAM—25′ 6″; DRAFT—11′
ARMAMENT—3 3″ DP; 2 40 mm AA
SPEED—30 knots; COMPLETED—1937–40

DE British "Hunt II" & "Hunt III" Classes
DISPL.—1,050 tons
LENGTH—280′; BEAM—31′ 6″; DRAFT 13′
ARMAMENT—4–6 4″ DP; 2–3 40 mm AA; (2 21″ TT– "Hunt III" Class only)
SPEED—29 knots; COMPLETED—1941-42

PCE British "Flower" Class
DISPL.—1,060 tons
LENGTH—205′-208′; BEAM—33′ 6″; DRAFT—15′
ARMAMENT—1 4.1″ DP; 1 40 mm AA
SPEED—16.5 knots; COMPLETED—1940 44

PT U. S. "80′ Elco" Class
DISPL.—45 tons
LENGTH—80′; BEAM—21′; DRAFT—6′
ARMAMENT—1 40 mm AA; 2 20 mm AA; 2 21″ TT
SPEED—40 knots; COMPLETED—1945

AM British BANGOR Class
DISPL.—590 tons
LENGTH—162′; BEAM—28′; DRAFT—9′ 6″
ARMAMENT—1 3″ AA; 1 40 mm AA
SPEED—15 knots; COMPLETED—1940-41

POLAND

DD



BLYSKAWICA 374' oa

OSS



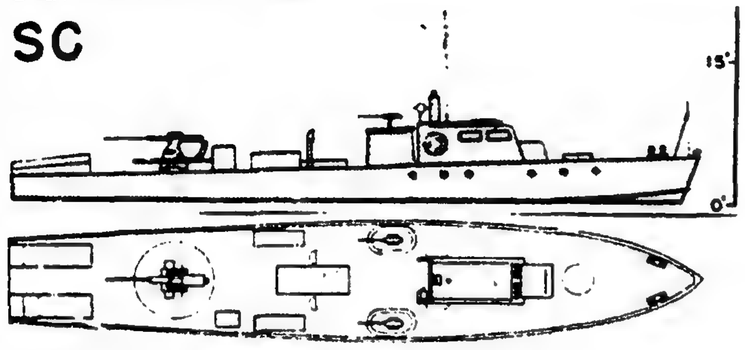
WILK Class 256' oa

SS



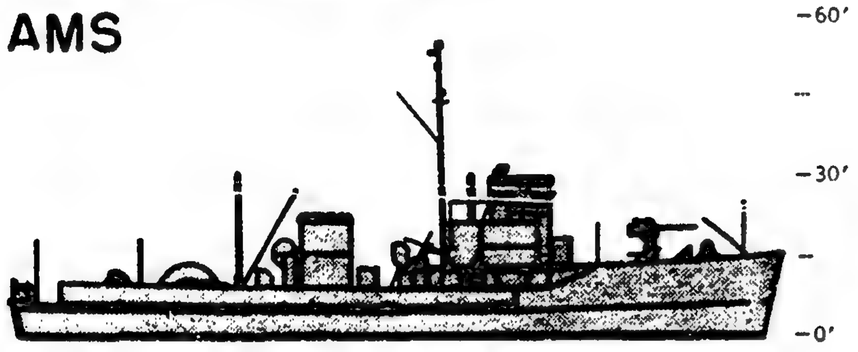
SEP 275' 6" oa

SC



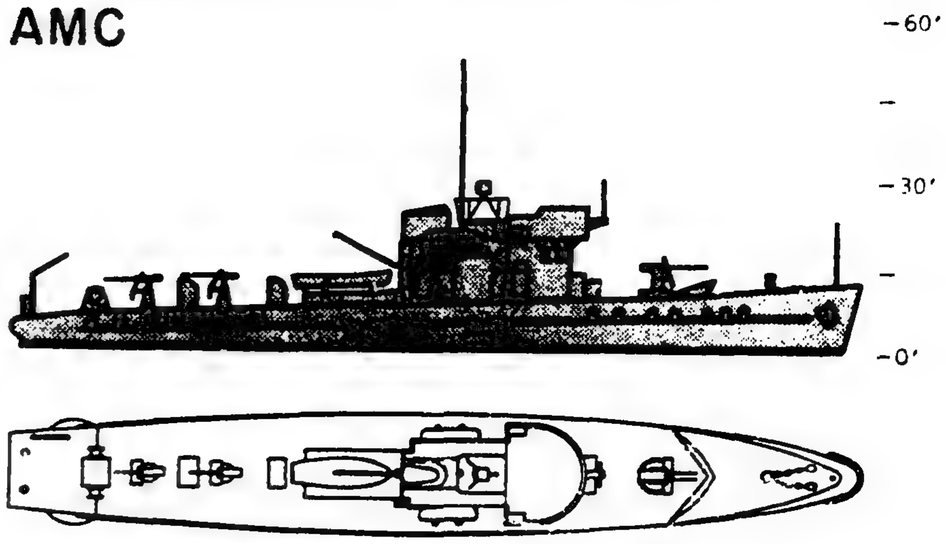
ODWASNY Class 65' oa

AMS

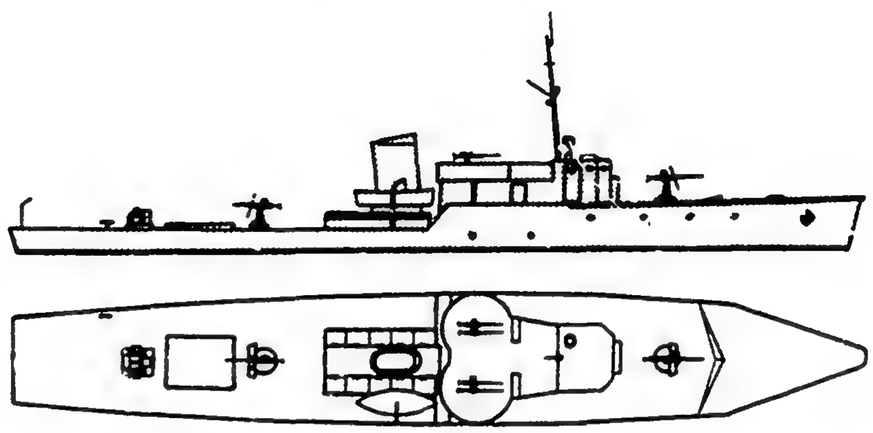


U. S. "136'" Class

AMC



JASKOLKA Class 141' oa



ALBATROS Class (Russian T-301 Class) 100' oa

POLAND—Ship Data

DD BLYSKAWICA
DISPL.—2,144 tons
LENGTH—374′; BEAM—37′; DRAFT—13′
ARMAMENT—8 4″ DP; 4 40 mm AA; 6 21″ TT
SPEED—39 knots; COMPLETED—1937

OSS WILK Class
DISPL.—965 tons
LENGTH—256′; BEAM—18′; DRAFT—13′
ARMAMENT—1 3.9″; 6 21.7″ TT
SPEED—14 knots (surface), 9 knots (submerged); COMPLETED—1931–32

SS SEP
DISPL.—1,092 tons
LENGTH—275′ 6″; BEAM—22′; DRAFT—13′
ARMAMENT—1 4.1″; 2 40 mm AA; 8 21″ TT
SPEED—19 knots (surface), 9 knots (submerged); COMPLETED—1939

SC ODWASNY Class
DISPL.—40 tons
LENGTH—65′; BEAM—11′
ARMAMENT—1 37 mm AA
SPEED—28 knots; COMPLETED—1944

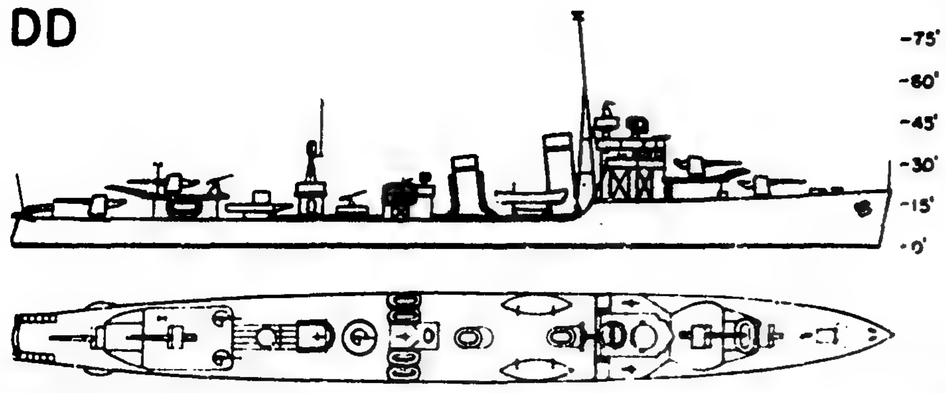
AMC JASKOLKA Class
DISPL.—142 tons
LENGTH—141′; BEAM—21′; DRAFT—6′
ARMAMENT—3–5 20 mm AA
SPEED—15 knots; COMPLETED—1935–36

AMC ALBATROS Class (Russian T-301 Class)
DISPL.—130 tons
LENGTH—100′; BEAM—16′; DRAFT—4′ 6″
ARMAMENT—2 37 mm AA; 2 20 mm AA
SPEED—12 knots; COMPLETED—1943–45

AMS U. S. "136'" Class
DISPL.—280 tons
LENGTH—136′; BEAM—24′ 6″; DRAFT—9′
ARMAMENT—1 3″/50 DP; 2 20 mm AA
SPEED—15 knots; COMPLETED—1942–45

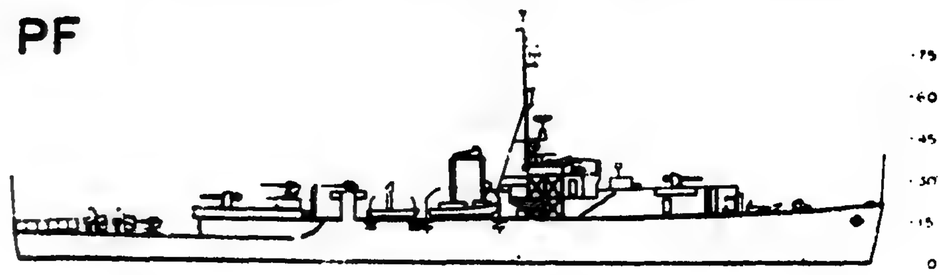
PORTUGAL

DD



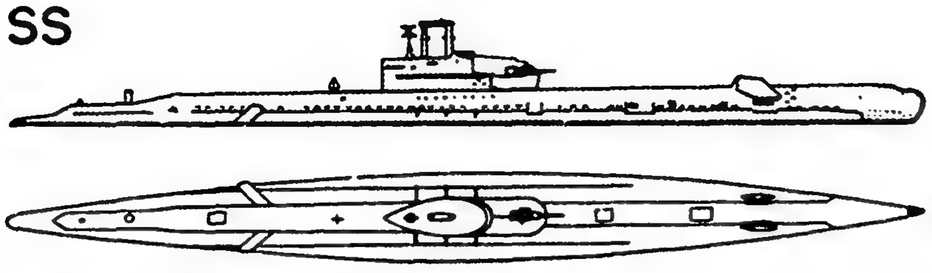
VOUGA Class 319' oa

PF



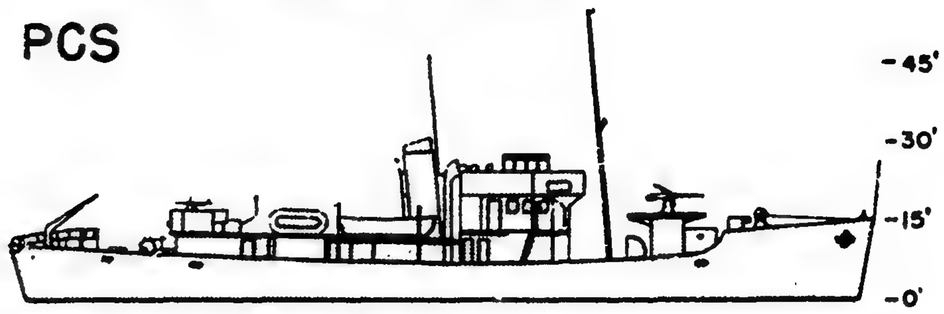
British "River" Class 301' oa

SS



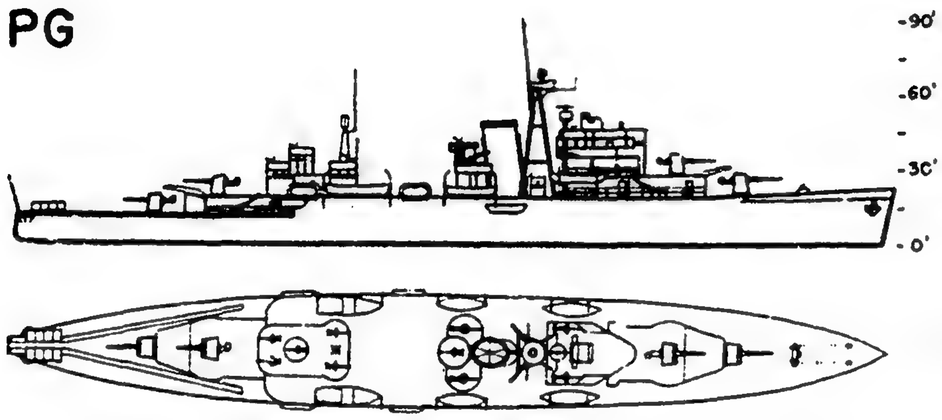
British "S" Class 217' oa

PCS



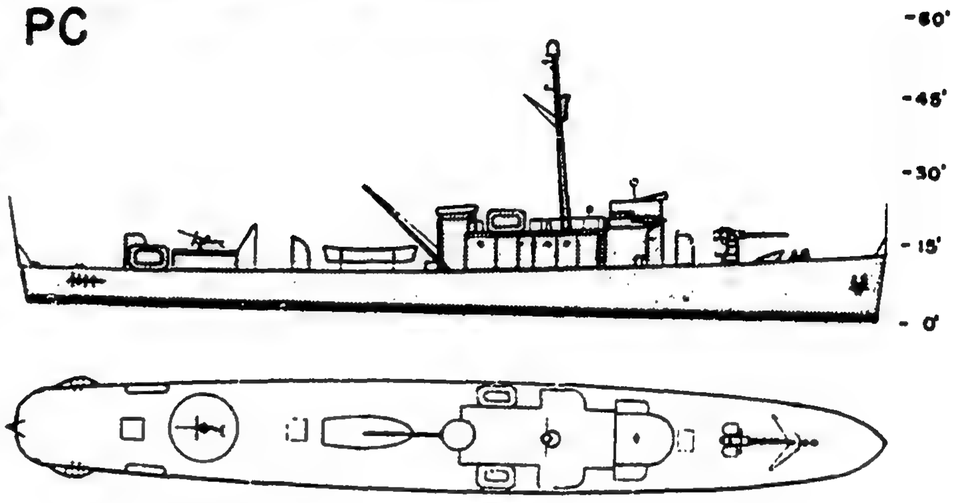
British "Isles" Class 164' oa

PG



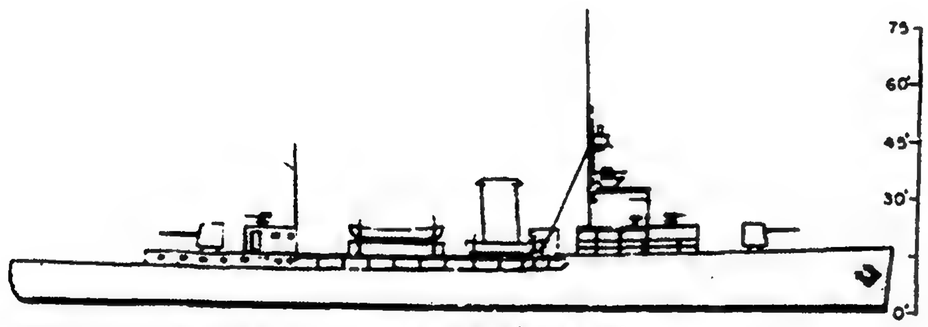
ALFONSO DE ALBUQUERQUE Class 327' oa

PC

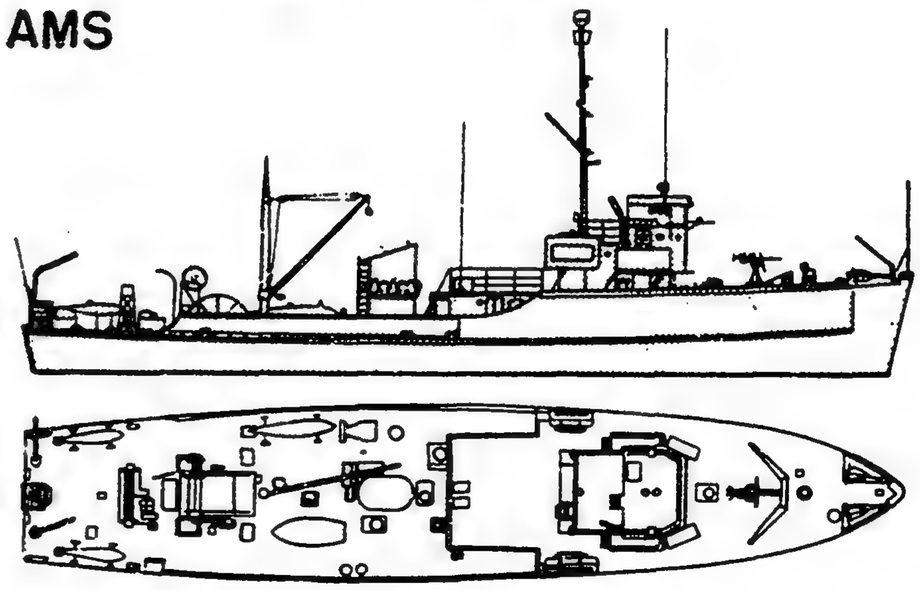


U. S. "173'" Class

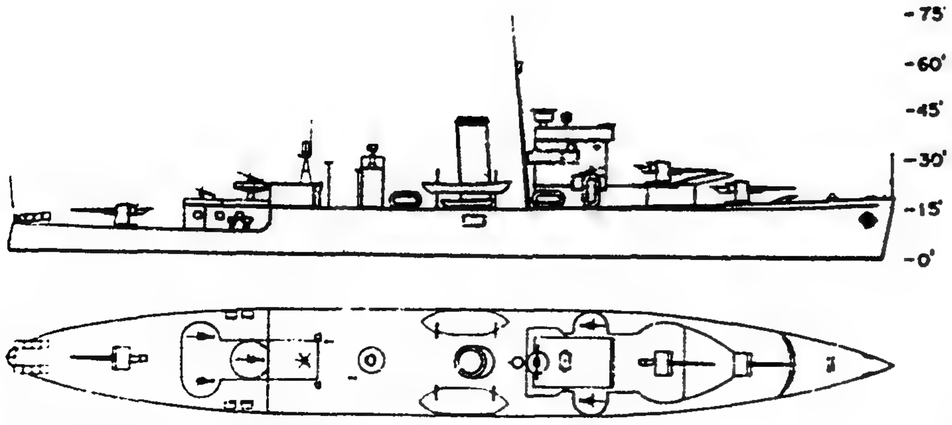
AMS



PEDRO NUNES Class 234'-246' oa

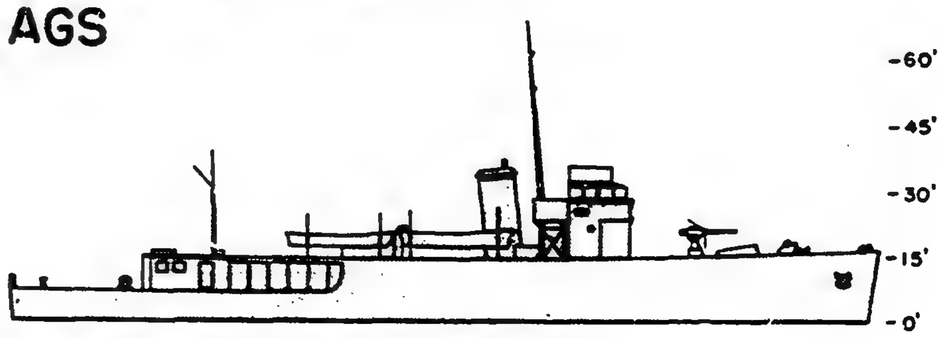


U. S. AMS 60 Class 144' oa



GONCALO VELHO Class 268' oa

AGS



ALMIRANTE LACERDA 180' oa

PORTUGAL—Ship Data

DD VOUGA Class
DISPL.—1,238 tons
LENGTH—319′; BEAM—31′; DRAFT—11′
ARMAMENT—4 4.7″; 3 40 mm AA; 4 21″ TT
SPEED—36 knots; COMPLETED—1933–36

SS British "S" Class
DISPL.—715 tons
LENGTH—217′; BEAM—24′; DRAFT—14′
ARMAMENT—1 4″; 6 21″ TT
SPEED—14.75 knots;
COMPLETED—1944–45

PG ALFONSO DE ALBUQUERQUE Class
DISPL.—1,783 tons
LENGTH—327′; BEAM—44′; DRAFT—12′6″
ARMAMENT—4 4.7″; 2 3″ AA
SPEED—21 knots; COMPLETED—1935

PG PEDRO NUNES Class
DISPL.—1,090 tons
LENGTH—234′–246′; BEAM—33′; DRAFT—10′6″
ARMAMENT—2 4.7″; 4 20 mm AA
SPEED—16.5 knots; COMPLETED—1935–37

PG GONCALO VELHO Class
DISPL.—950 tons
LENGTH—268′; BEAM—35′6″; DRAFT—12′
ARMAMENT—3 4.7″; 5 20 mm AA
SPEED—16.5 knots; COMPLETED—1933

PF British "River" Class
DISPL.—1,370–1,390 tons
LENGTH—301′; BEAM—37′; DRAFT—15′
ARMAMENT—2 4″ DP; 6 40 mm AA
SPEED—20 knots; COMPLETED—1943–44

PCS British "Isles" Class
DISPL.—545–560 tons
LENGTH—164′; BEAM—28′; DRAFT—15′
ARMAMENT—1 3″; 2 20 mm AA
SPEED—12 knots; COMPLETED—1940–42

PC U. S. "173′" Class
DISPL.—280 tons
LENGTH—174′; BEAM—23′; DRAFT—11′
ARMAMENT—1 3″/50 DP; 1 40 mm AA
SPEED—18 knots; COMPLETED—1942–45

AMS U. S. AMS 60 Class
DISPL.—370 tons
LENGTH—144′; BEAM—26′6″; DRAFT—8′
ARMAMENT—2 20 mm AA
SPEED—14 knots; COMPLETED—1953–55

AGS ALMIRANTE LACERDA (British BANGOR Class AM)
DISPL.—672 tons
LENGTH—180′; BEAM—28′6″; DRAFT—9′6″
ARMAMENT—
SPEED—16.5 knots; COMPLETED—1942

ODD





REGELE FERDINAND Class 335'oa

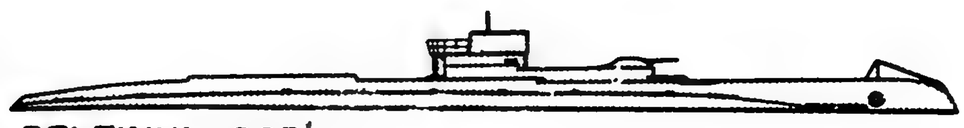


AQUILA Class 310'oa

SS

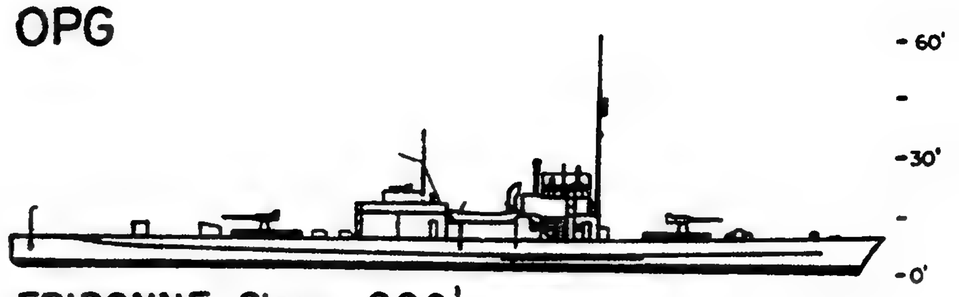


MARSUINUL 190'oa



DELFINUL 225'oa

OPG



FRIPONNE Class 200'oa

RUMANIA—Ship Data

ODD REGELE FERDINAND Class
DISPL.—1,785 tons
LENGTH—335′; BEAM—32′; DRAFT—12′
ARMAMENT—5 4.7″; 1 3″ AA; 2 40 mm AA; 6 21″ TT
SPEED—38 knots; COMPLETED—

ODD AQUILA Class
DISPL.—1,410 tons
LENGTH—310′; BEAM—31′; DRAFT—12′
ARMAMENT—4 4.7″; 2 37 mm AA; 4 17.7″ TT
SPEED—34 knots; COMPLETED—1917–18

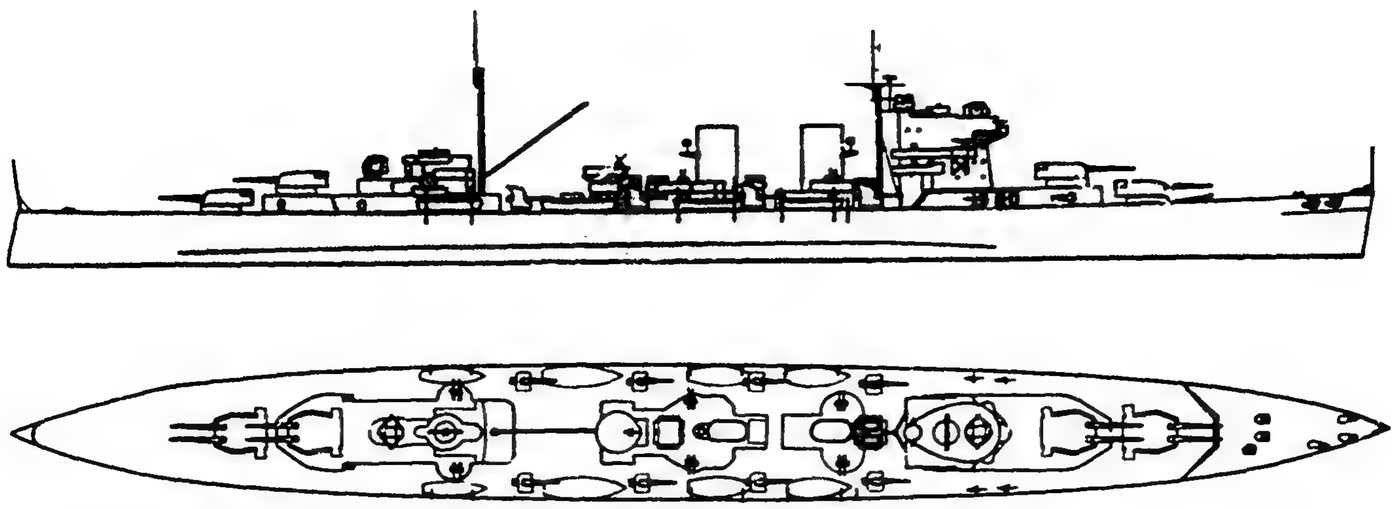
SS MARSUINUL
DISPL.—620 tons
LENGTH—190′; BEAM—18′; DRAFT—12′
ARMAMENT—1 4.1″; 1 37 mm AA; 6 21″ TT
SPEED—16 knots (surface), 9 knots (submerged); COMPLETED—1942

SS DELFINUL
DISPL.—640 tons
LENGTH—225′; BEAM—20′; DRAFT—12′
ARMAMENT—1 4″; 8 21″ TT
SPEED—14 knots (surface), 9 knots (submerged); COMPLETED—1931

OPG FRIPONNE Class
DISPL.—340–450 tons
LENGTH—200′; BEAM—23′; DRAFT—8′–9′
ARMAMENT—2 40 mm AA
SPEED—12 knots; COMPLETED—1916–17

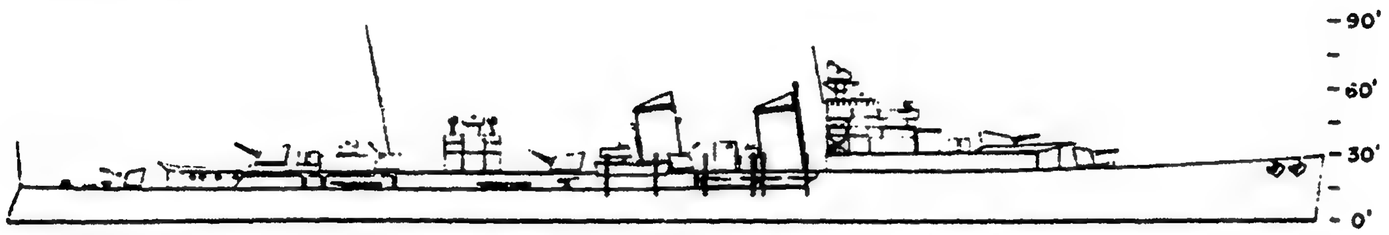
SPAIN

CA

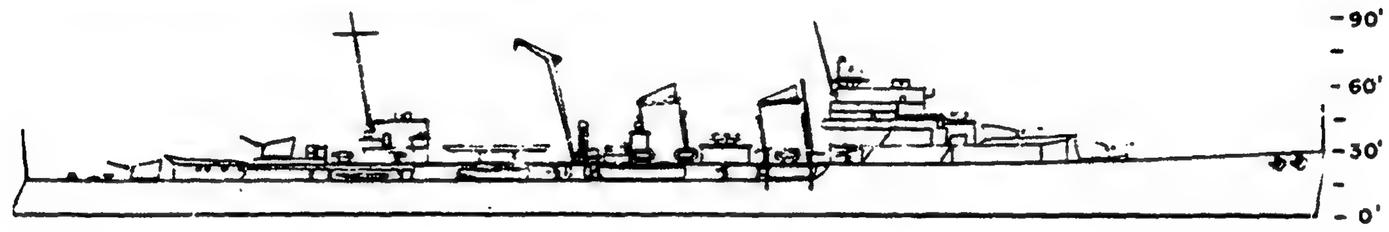


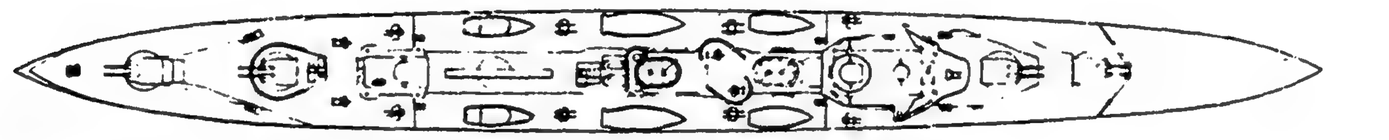
CANARIAS 636' oa

CL

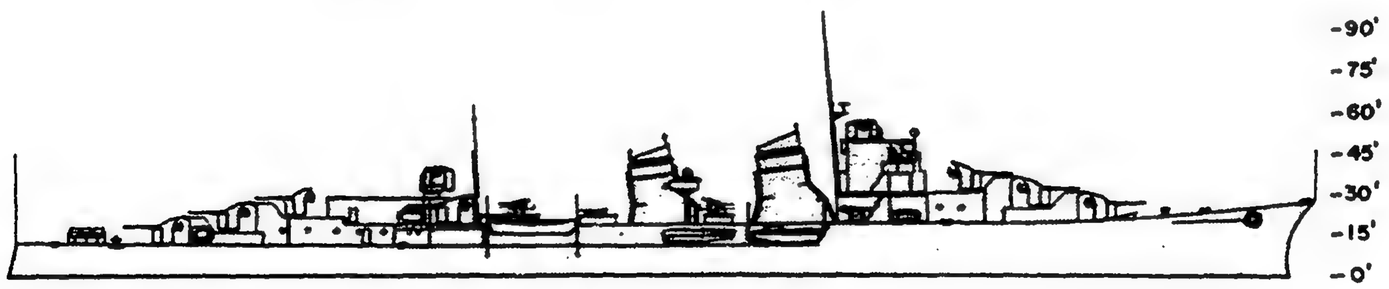


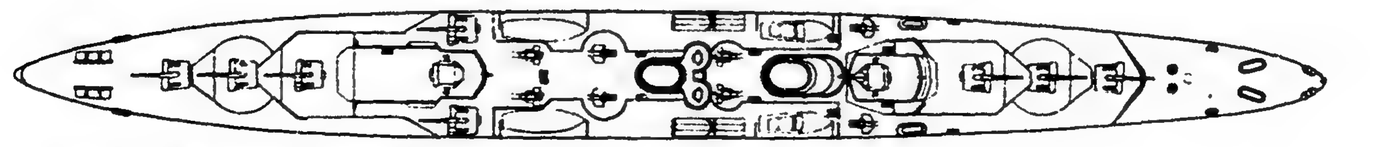
CERVERA (GALICIA Class) 579' 6" oa





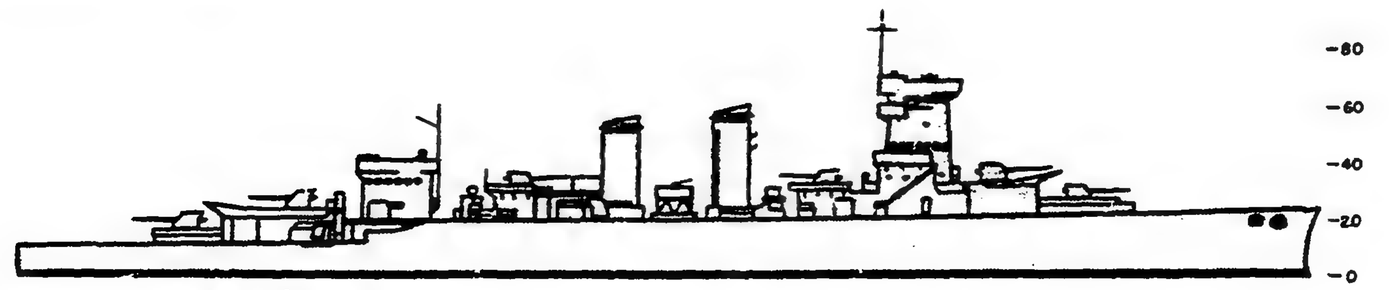
GALICIA & CERVANTES (GALICIA Class) 579' 6" oa





MENDEZ NUNES 462' oa

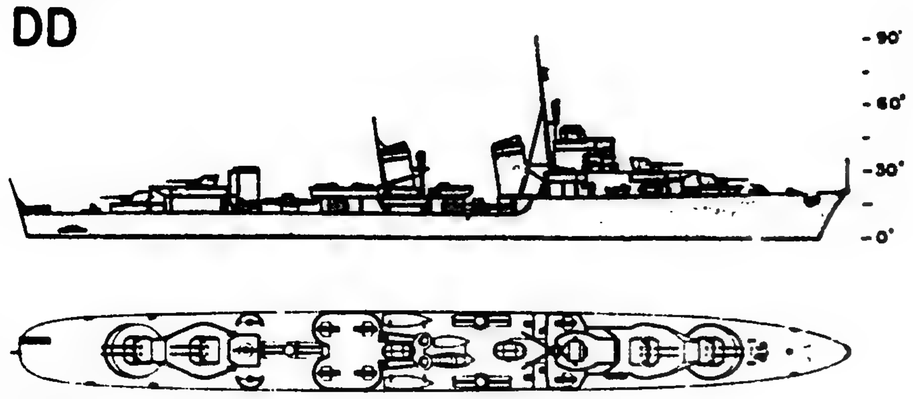
OCL



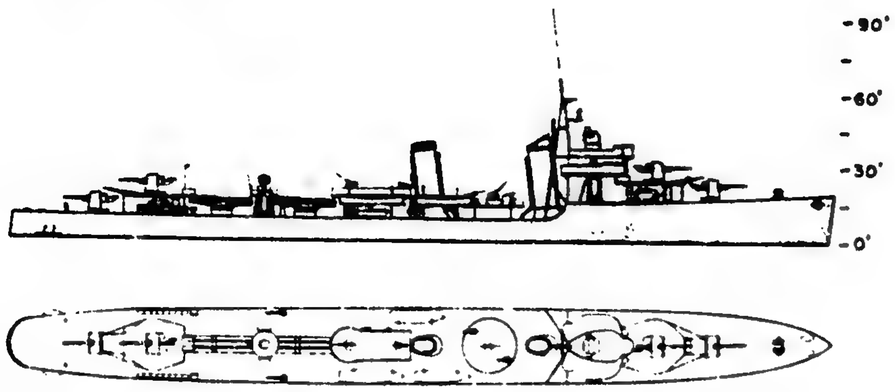
NAVARRA 462' oa

SPAIN

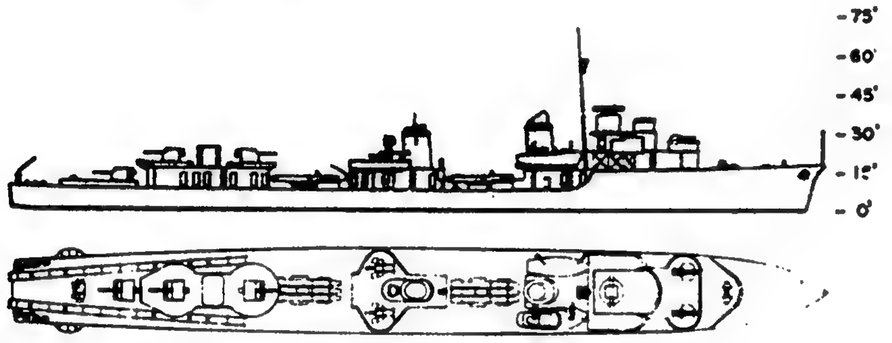
DD



OQUENDO Class 382' oa



CHURRUCA Class 333' oa

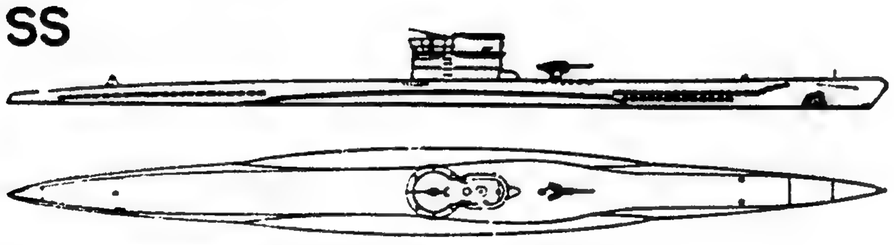


AUDAZ Class 308' oa

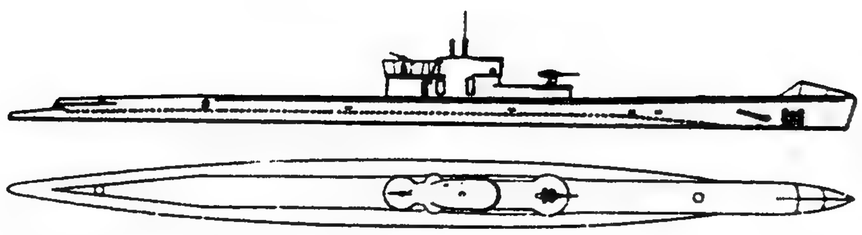


ALSEDO Class 283' oa

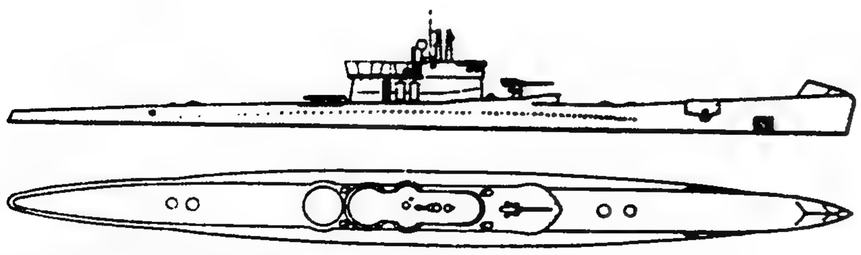
SS



G-7(German Type VII-C 221' 6" oa

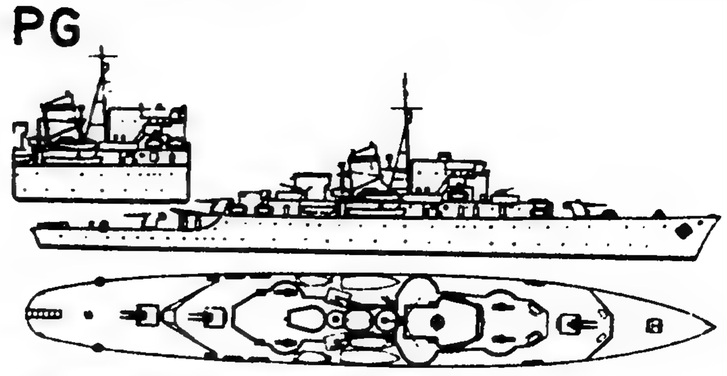


"D" Class 276' oa

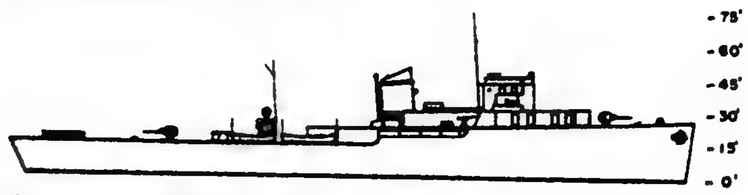


ARCHIMEDE Class 231' oa

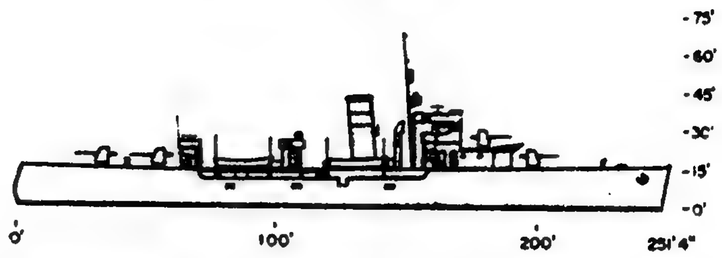
PG



PIZARRO Class 312 oa

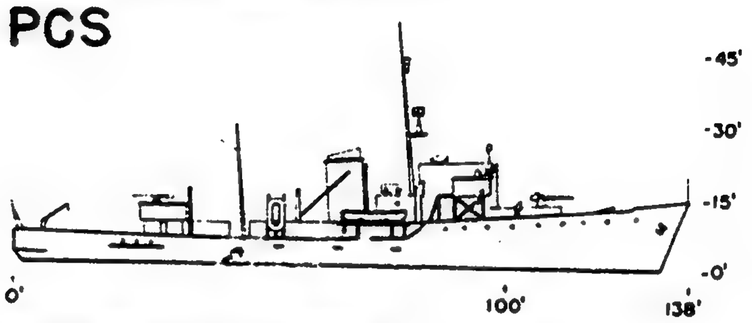


CALVO SOTELO 312' oa



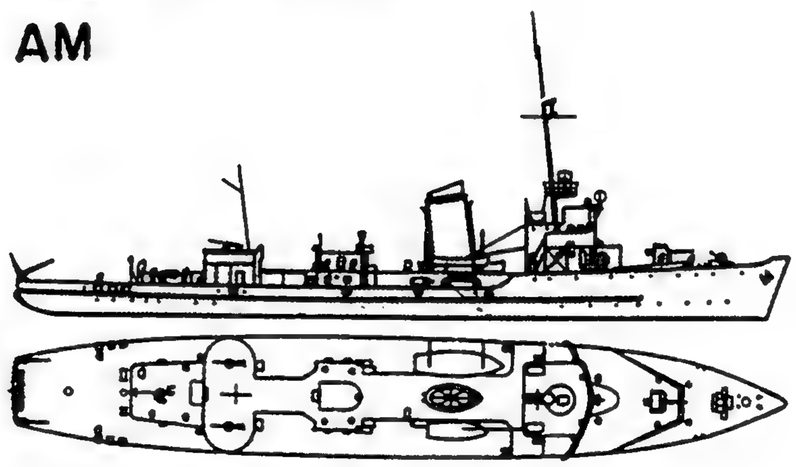
CANOVAS Class 251' oa

PCS



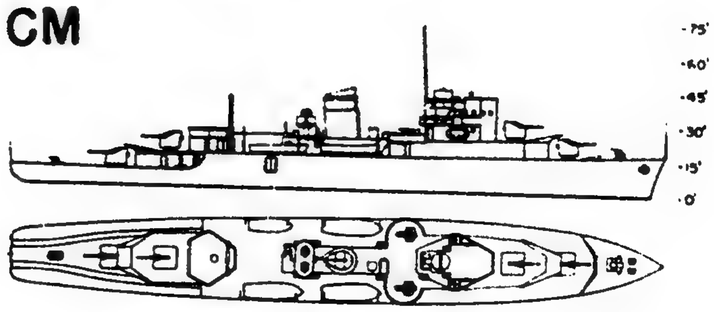
PEGASO Class 138' oa

AM

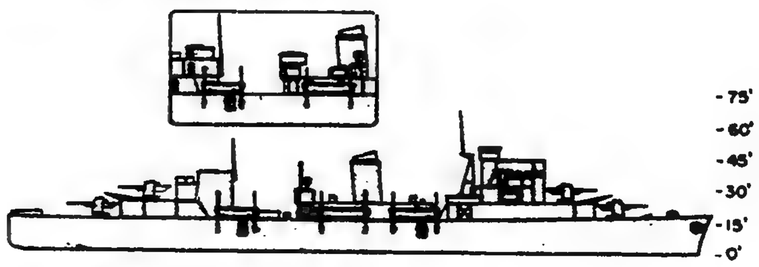


TINTO Class 203' oa

CM



EOLO Class 278' oa



JUPITER Class 328' oa

CA CANARIAS
DISPL.—10,670 tons
LENGTH—636′; BEAM—64′; DRAFT—17′ (mean)
ARMAMENT—8 8″; 8 4.7″; 4 40 mm AA; 12 21″ TT
SPEED—33 knots; COMPLETED—1936

CL GALICIA Class (GALICIA, ALMIRANTE CERVERA and MIGUEL DE CERVANTES)
DISPL.—7,900–8,200 tons
LENGTH—579′ 6″; BEAM—54′ 6″; DRAFT—20′ 6″
ARMAMENT—8 6″; 8 3.5″ or 4 4.1″; 6–12 21″ TT
SPEED—33 knots; COMPLETED—1927–31

CL MENDEZ NUNEZ
DISPL.—4,500 tons
LENGTH—462′; BEAM—46′; DRAFT—19′
ARMAMENT—8 4.7″ DP; 10 37 mm AA; 6 21″ TT
SPEED—29 knots; COMPLETED—1924
RECONSTRUCTED—1944–47

OCL NAVARRA
DISPL.—4,857 tons
LENGTH—462′; BEAM—50′; DRAFT—22′
ARMAMENT—6 6″; 4 3.5″ AA
SPEED—25.5 knots; COMPLETED—1923
RECONSTRUCTED—1937–38

DD OQUENDO Class
DISPL.—2,050 tons
LENGTH—382′; BEAM—36′; DRAFT—12′
ARMAMENT—6 4.7″ AA; 8 37 mm AA; 7 21″ TT
SPEED—39 knots; COMPLETED—

DD CHURRUCA Class
DISPL.—1,676 tons
LENGTH—333′; BEAM—32′; DRAFT—17′
ARMAMENT—4 4.7″; 4–6 37 mm AA; 6 21″ TT
SPEED—36 knots; COMPLETED—1926–37 (2 completed in 1951)

DD AUDAZ Class
DISPL.—1,106 tons
LENGTH—308′; BEAM—31′; DRAFT—
ARMAMENT—3 4.1″ DP; 4 37 mm AA; 6 21″ TT
SPEED—33 knots; COMPLETED—1953—

DD ALSEDO Class
DISPL.—1,044 tons
LENGTH—283′; BEAM—27′; DRAFT—15′
ARMAMENT—3 4″; 4 37 mm AA; 4 21″ TT
SPEED—34 knots; COMPLETED—1924–25

SS G-7 (German Type VII-C)
DISPL. –769 tons
LENGTH—221′ 6″; BEAM—20′ 6″; DRAFT—15′ 6″
ARMAMENT—5 21″ TT
SPEED—17 knots (surface), 7.5 knots (submerged); COMPLETED—1943

SS "D" Class
DISPL.—1,065 tons
LENGTH—276′; BEAM—22′; DRAFT—13′ (mean)
ARMAMENT—1 4.7″; 6 21″ TT
SPEED—20.5 knots (surface), 9.5 knots (submerged); COMPLETED—1947–53

SS ARCHIMEDE Class
DISPL.—880 tons
LENGTH—231′; BEAM—22′ 6″; DRAFT—16′
ARMAMENT—2 3.9″; 8 21″ TT
SPEED—17 knots (surface), 8 knots (submerged); COMPLETED—1934

PG PIZARRO Class
DISPL.—1,710 tons
LENGTH—312′; BEAM—42′; DRAFT—17′ 6″
ARMAMENT—6 4.7″ DP; 8 37 mm AA
SPEED—18.5 knots; COMPLETED—1946–51

PG CALVO SOTELO
DISPL.—1,850 tons
LENGTH—312′; BEAM—40′; DRAFT—10′
ARMAMENT—2 4″; 2 3″ AA
SPEED—18.5 knots; COMPLETED—1937

PG CANOVAS
DISPL.—1,000 tons
LENGTH—251′; BEAM—34′; DRAFT—12′
ARMAMENT—4 4.1″; 2 3″ AA
SPEED—15 knots; COMPLETED—1923

SPAIN—Ship Data—(Continued)

PCS PEGASO Class
DISPL.—437 tons
LENGTH—138′; BEAM—27′; DRAFT—10′
ARMAMENT—1 3.5″ AA; 2 20 mm AA
SPEED—12 knots; COMPLETED—1951

AM TINTO Class
DISPL.—615 tons
LENGTH—203′; BEAM—31′; DRAFT—12′
ARMAMENT—1 4.1″; 1 37 mm AA
SPEED—16.5 knots; COMPLETED—1953

CM EOLO Class
DISPL.—1,500 tons
LENGTH—278′; BEAM—38′ 6″; DRAFT—10′ (mean)
ARMAMENT—4 4.1″ DP; 4 37 mm AA
SPEED—19.5 knots; COMPLETED—1942

CM JUPITER Class
DISPL.—2,000 tons
LENGTH—328′; BEAM—41′ 6″; DRAFT—11′ 6″
ARMAMENT—4 4.7″ DP; 2 3″ AA; 3 37 mm AA
SPEED—18.5 knots; COMPLETED—1937–38

THAILAND—Ship Data

BM THONBURI
DISPL.—2,015 tons
LENGTH—253′; BEAM—47′; DRAFT—14′
ARMAMENT—4 8″/45; 4 3″/51 AA; 4 40 mm AA
SPEED—15.5 knots; COMPLETED—1938

BMR RATANAKOSINDRA
DISPL.—886 tons
LENGTH—175′; BEAM—37′; DRAFT—11′
ARMAMENT—2 6″/50; 4 3″/45 AA; 2 40 mm AA
SPEED—12 knots; COMPLETED—1925–30

ODD PRA RUANG
DISPL.—718 tons
LENGTH—274′; BEAM—27′; DRAFT—11′
ARMAMENT—3 4″; 2 40 mm AA; 4 21″ TT
SPEED—(15 knots max.); COMPLETED—1917

DC TRAD Class
DISPL.—318 tons
LENGTH—223′; BEAM—21′; DRAFT—7′
ARMAMENT—3 3″ AA; 6 18″ TT
SPEED—31 knots; COMPLETED—1936–37

PG MAEKLONG
DISPL.—1,400 tons
LENGTH—296′; BEAM—34′ 6″; DRAFT—11′
ARMAMENT—4 4.7″; 2–4 40 mm AA
SPEED—17 knots; COMPLETED—1937

PF U. S. TACOMA Class
DISPL.—1,430 tons
LENGTH—304′; BEAM—38′; DRAFT—15′
ARMAMENT—3 3″/50; 2–4 40 mm AA
SPEED—20 knots; COMPLETED—1943–45

PCE British "Flower" Class
DISPL.—980 tons
LENGTH—208′; BEAM—33′; DRAFT—17′
ARMAMENT—1 3″/50 DP; 7 20 mm AA
SPEED—16.5 knots; COMPLETED—1943

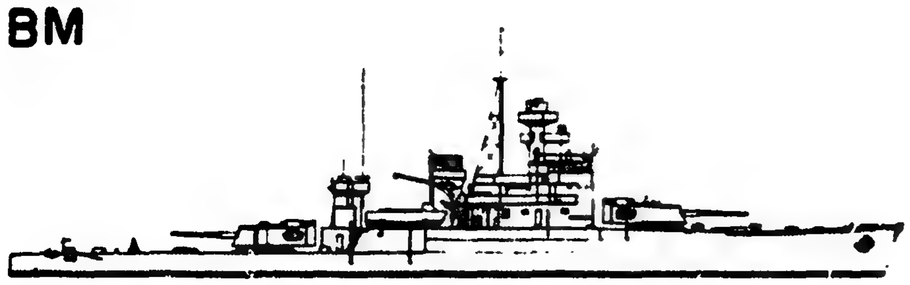
PC U. S. "173′" Class
DISPL.—280 tons
LENGTH—174′; BEAM—23′; DRAFT—11′
ARMAMENT—1 3″/50; 1 40 mm AA;
SPEED—20 knots; COMPLETED—1942–45

PGM KLONGYAI Class
DISPL.—110 tons
LENGTH—131′ 6″; BEAM—15′ 6″; DRAFT—4′
ARMAMENT—1 3″/25 DP; 2 18″ TT
SPEED—21 knots; COMPLETED—1937

AM POSAMTON (British ALGERINE Class)
DISPL.—1,010 tons
LENGTH—235′; BEAM—35′ 6″; DRAFT—11′
ARMAMENT—1 4″ DP; 6 20 mm AA
SPEED—15 knots; COMPLETED—1945

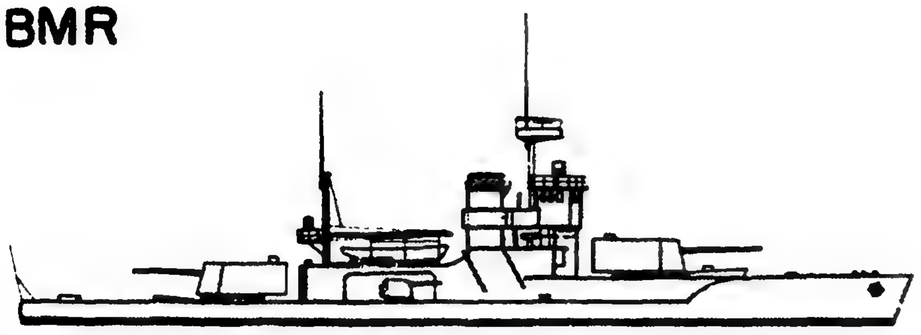
THAILAND

BM



THONBURI 253'oa

BMR



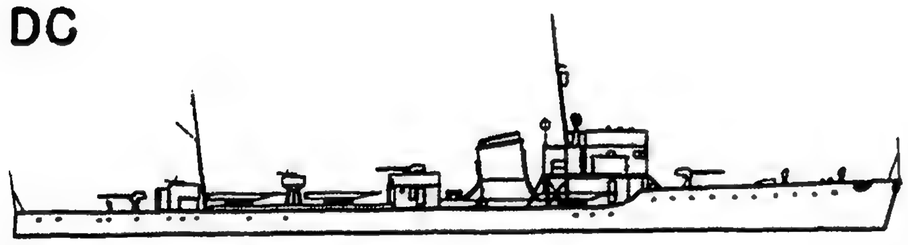
RATANAKOSINDRA 175'oa

ODD



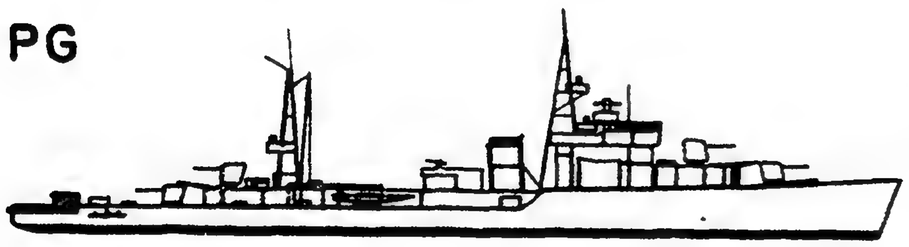
PRA RUANG 274'oa

DC



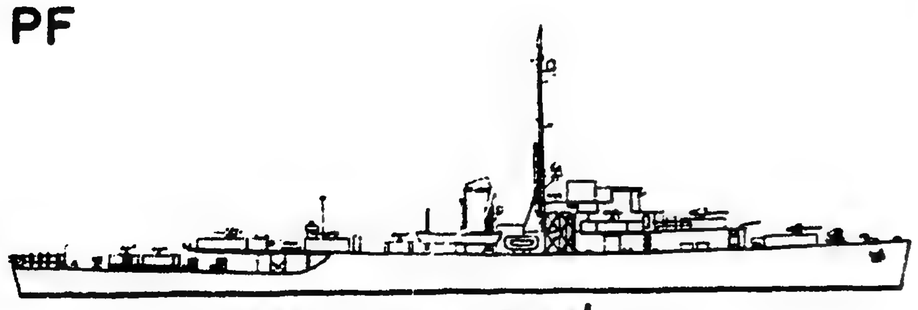
TRAD Class 223'oa

PG



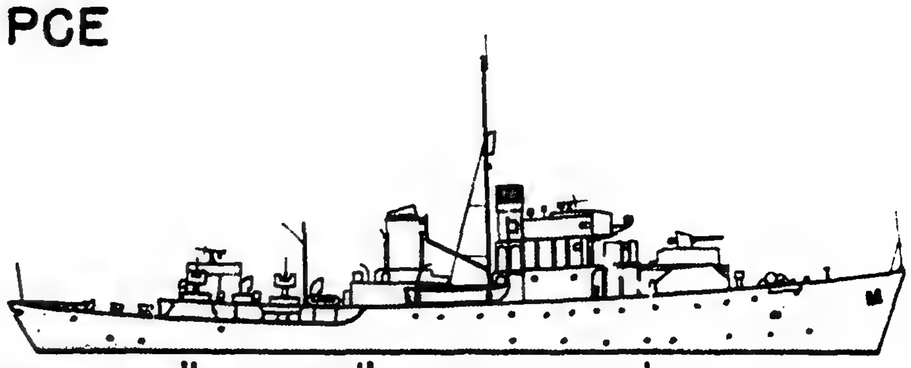
MAEKLONG 296'oa

PF



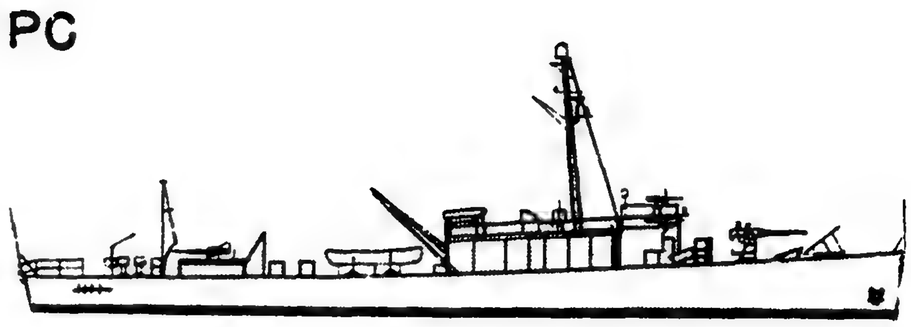
U.S. TACOMA Class 304'oa

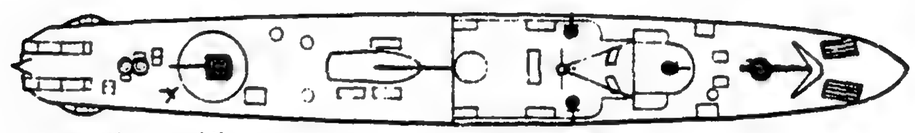
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British "Flower" Class 208'oa

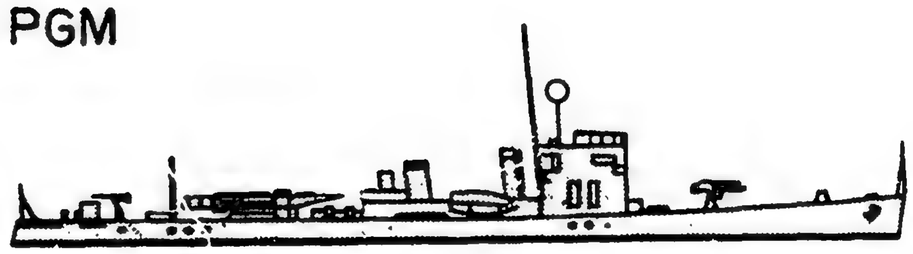
PC





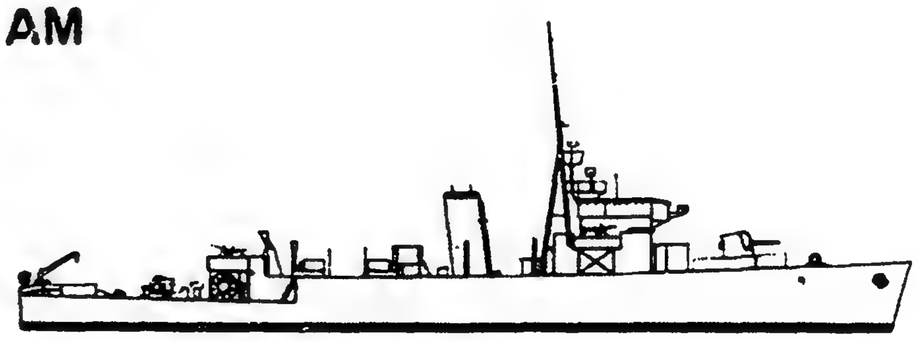
U.S. "173'" Class

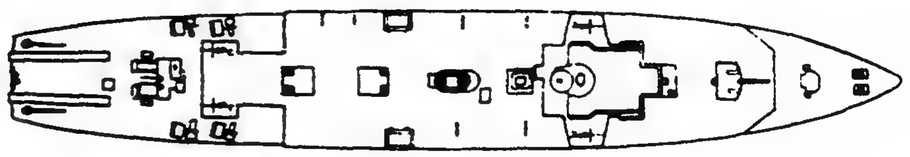
PGM



KLONGYAI Class 131'6" oa

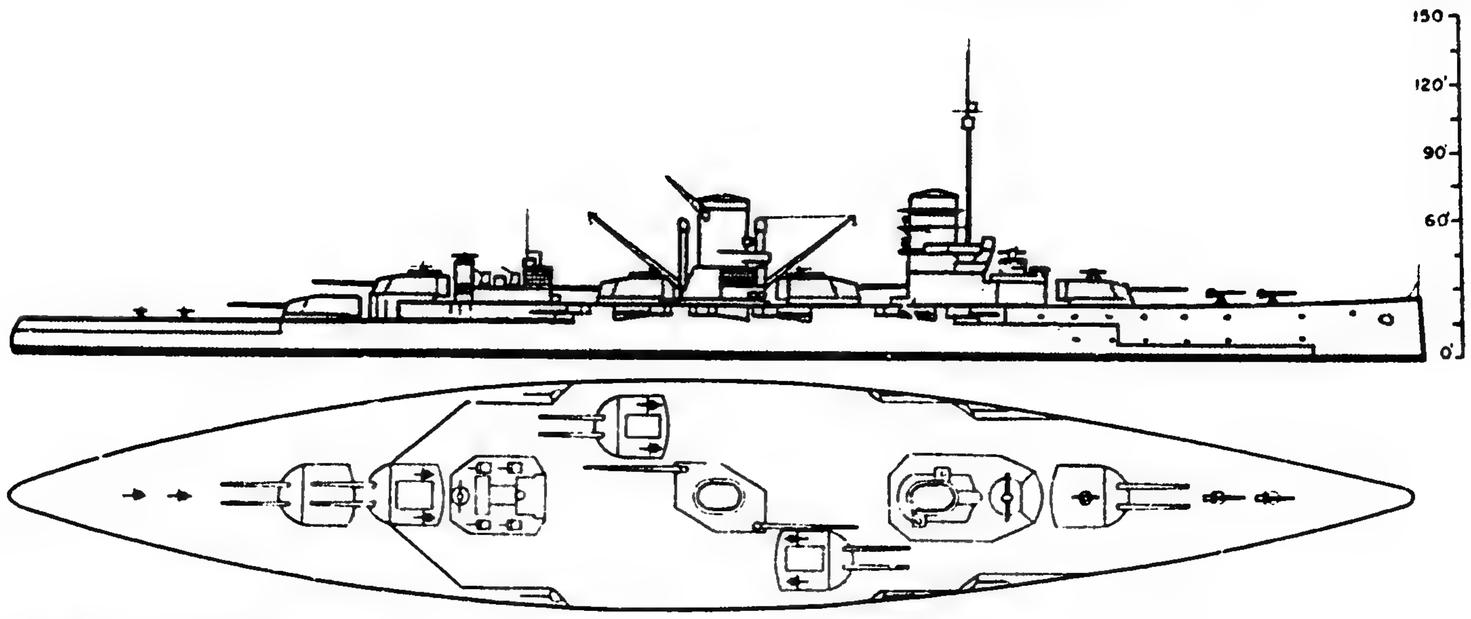
AM





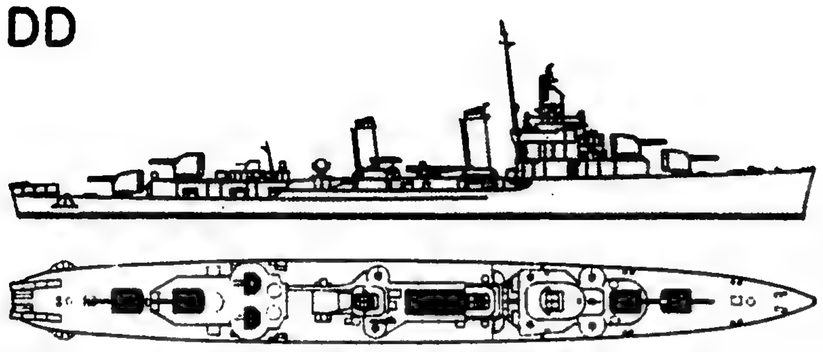
POSAMTON (British ALGERINE Class) 235'oa

OBB

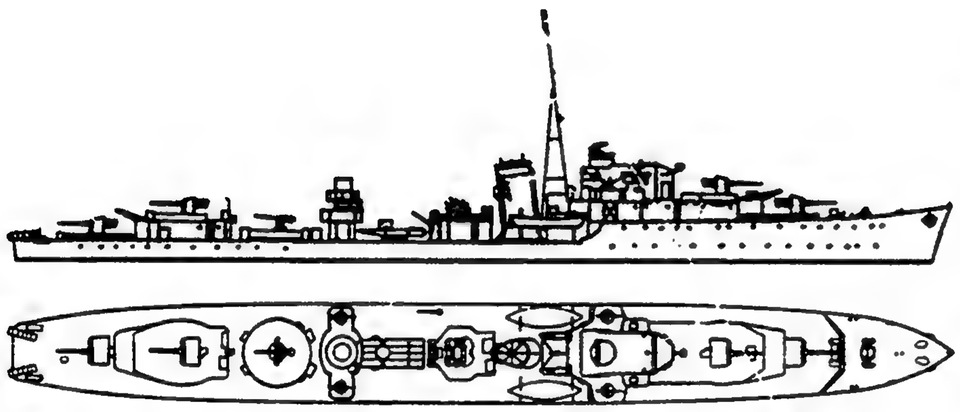


YAVUZ 610' oa

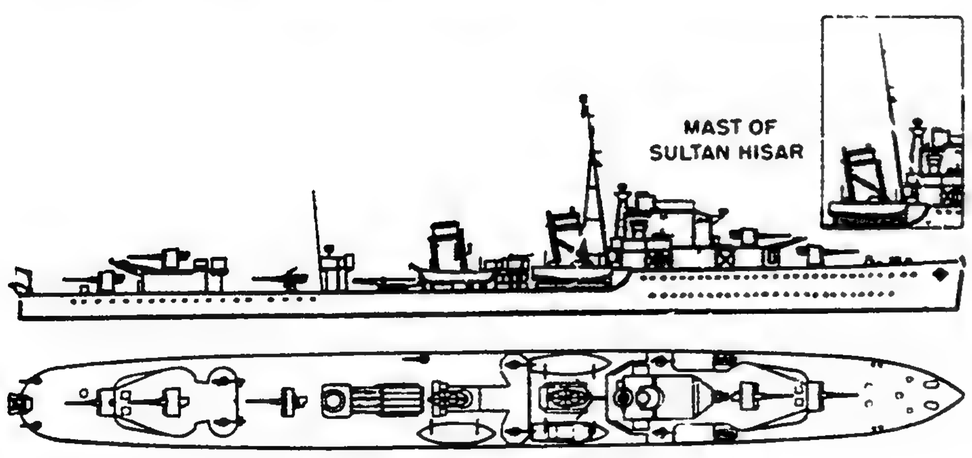
DD



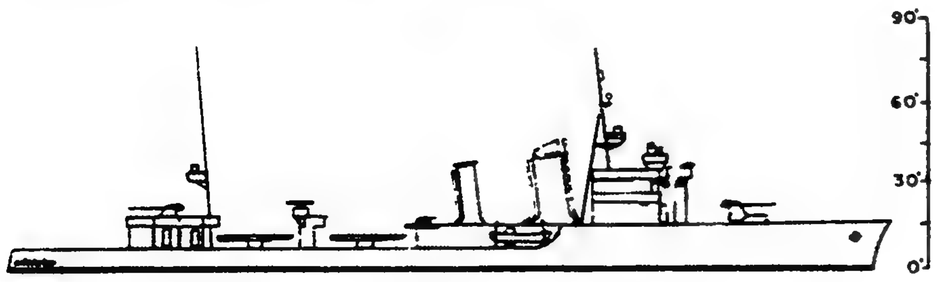
ex - U. S. BENSON Class 348' oa



GAYRET (British "Intermediate" Class) 345'oa

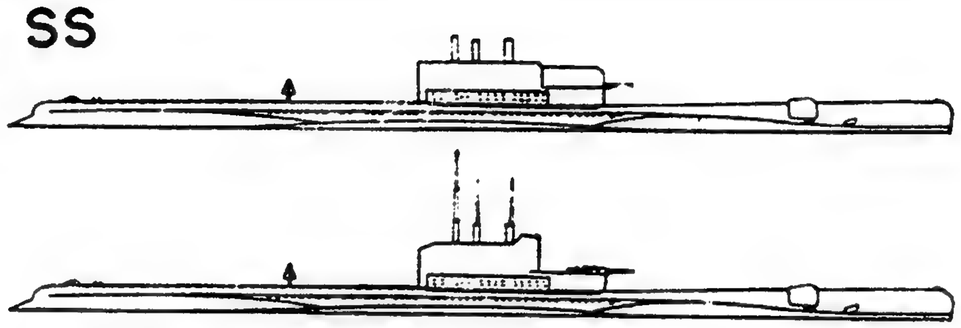


British "A to I" Class 333' oa

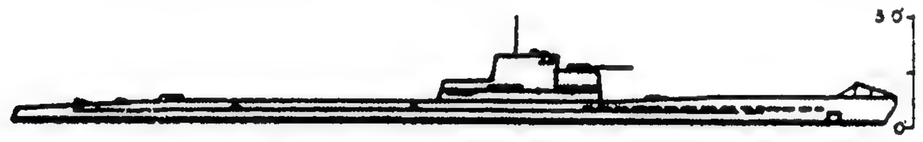


TINAZTEPE Class 315'oa

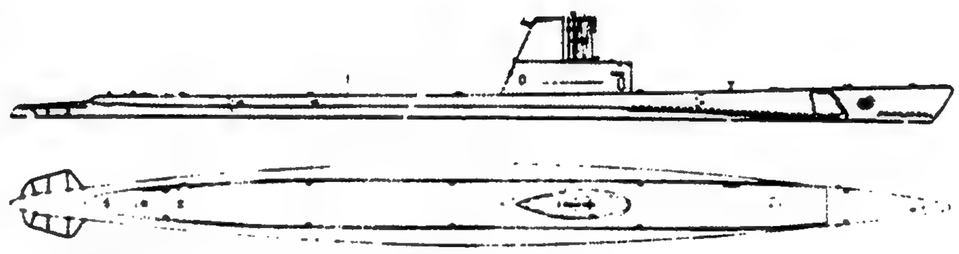
SS



ORUC REIS Class 201'6" oa

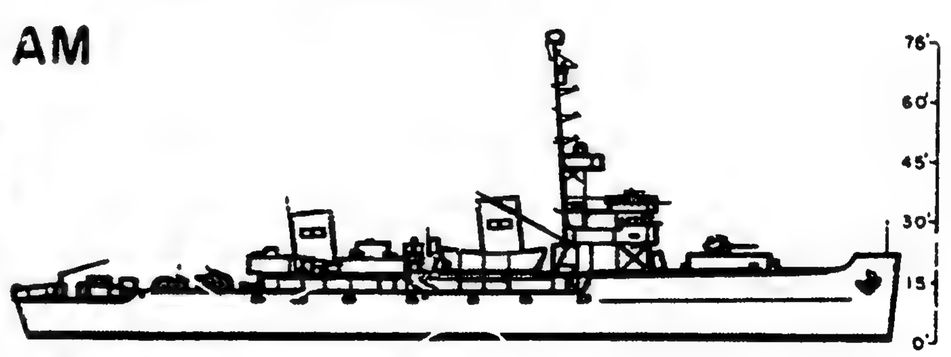


YILDIRAY, SALDIRAY 262'6" oa

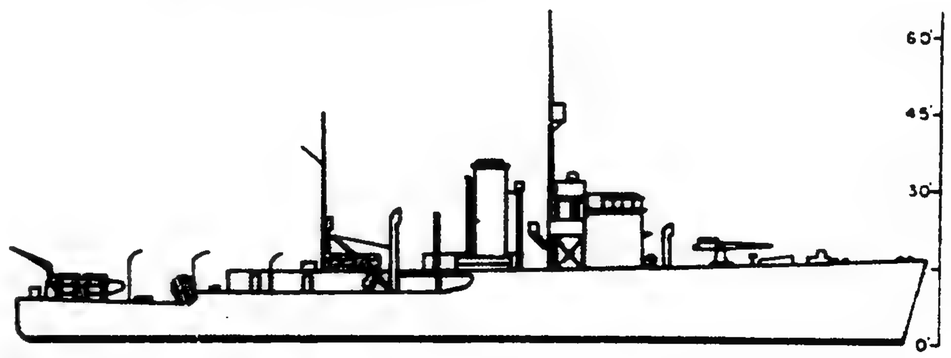


U. S. BALAO Class 312' oa

AM



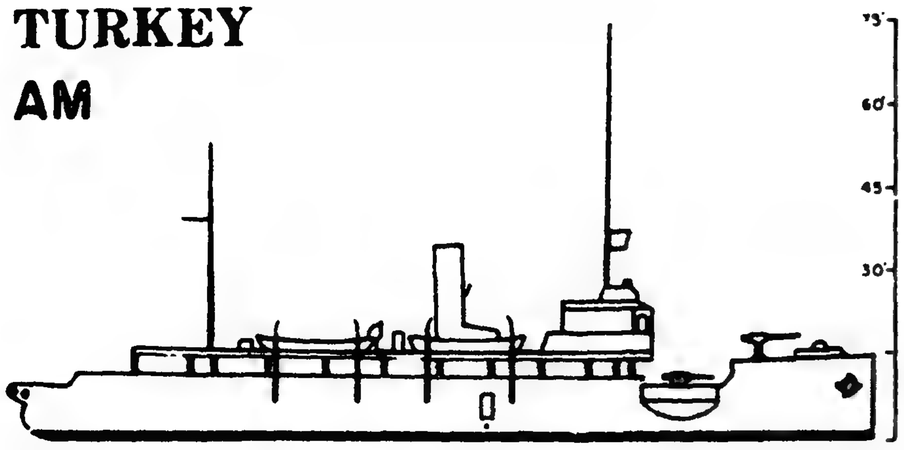
U. S. RAVEN Class 221' oa



British BATHURST Class 186' oa

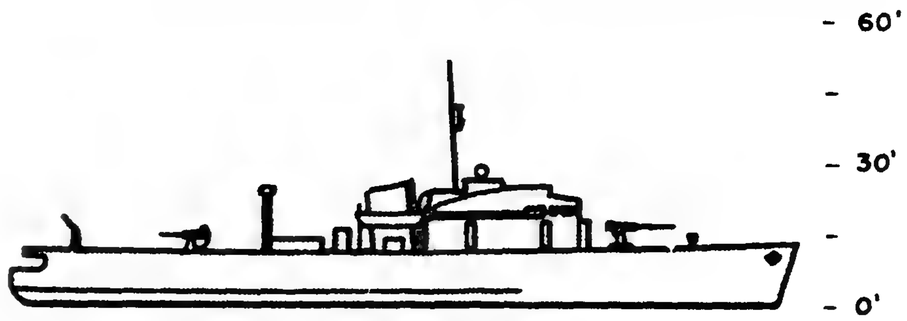
TURKEY

AM



ISSA REIS Class 154' oa

CMC



SIVRIHISAR Class 172' oa

TURKEY—Ship Data

OBB YAVUZ
DISPL.—22,734 tons
LENGTH—610′; BEAM—97′; DRAFT—27′
ARMAMENT—10 11″; 10 5.9″; 8 3.5″ AA; 10 40 mm AA
SPEED—26 knots; COMPLETED—1912

DD U. S. BENSON/LIVERMORE Class
DISPL.—1,630 tons
LENGTH—348′; BEAM—36′; DRAFT—18′
ARMAMENT—4 5″/38 DP; 12 40 mm AA; 5 21″ TT
SPEED—34.5 knots; COMPLETED—1941–42

DD GAYRET (British "Intermediate" Class)
DISPL.—1,540 tons
LENGTH—345′; BEAM—35′; DRAFT—16′
ARMAMENT—4 4.7″; 1 4″ AA; 4 40 mm AA; 4 21″ TT
SPEED—34 knots; COMPLETED—1941

DD British "A to I" Class
DISPL.—1,370 tons
LENGTH—333′; BEAM—33′ 6″; DRAFT—11′
ARMAMENT—4 4.7″; 6 40 mm AA; 4–8 21″ TT
SPEED—35 knots; COMPLETED—1942

DD TINAZTEPE Class
DISPL.—1,206 tons
LENGTH—315′; BEAM—30′ 6″; DRAFT—11′
ARMAMENT—4 4.7″; 2 40 mm AA; 6 21″ TT
SPEED—36 knots; COMPLETED—1932

SS ORUC REIS Class
DISPL.—638 tons
LENGTH—201′6″; BEAM—22′; DRAFT—12′
ARMAMENT—1 4″; 5 21″ TT
SPEED—13.75 knots (surface), 9 knots (submerged); COMPLETED—1941–42

SS YILDIRAY, SALDIRAY
DISPL.—934 tons
LENGTH—262′ 6″; BEAM—21′; DRAFT—14′
ARMAMENT—1 4″; 6 21″ TT
SPEED—20 knots (surface), 9 knots (submerged); COMPLETED—1939 (SALDIRAY); 1946 (YILDIRAY)

SS U. S. BALAO Class
DISPL.—1,526 tons
LENGTH—312′; BEAM—27′; DRAFT—14′
ARMAMENT—10 21″ TT
SPEED—19.5 knots (surface), 9 knots (submerged); COMPLETED—1944

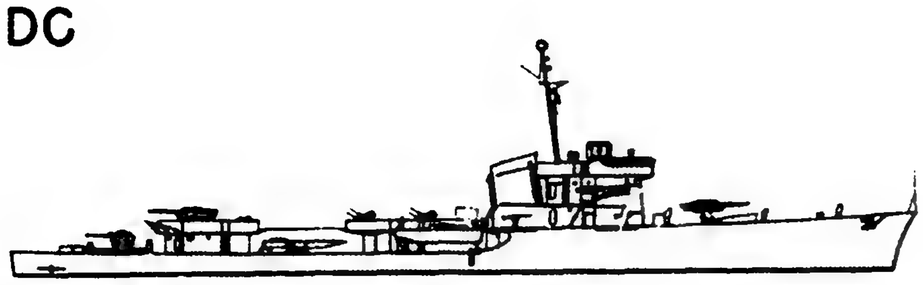
AM U. S. RAVEN Class
DISPL.—1,110 tons
LENGTH—221′; BEAM—32′; DRAFT—11′
ARMAMENT—1 3″ DP; 6 40 mm AA
SPEED—18 knots; COMPLETED—1943–44

AM British BATHURST Class
DISPL.—650–790 tons
LENGTH—186′; BEAM—31′; DRAFT—8′ 6″ (mean)
ARMAMENT—1 4″; 0–1 40 mm AA; 2 20 mm AA
SPEED—16 knots; COMPLETED—1941–43

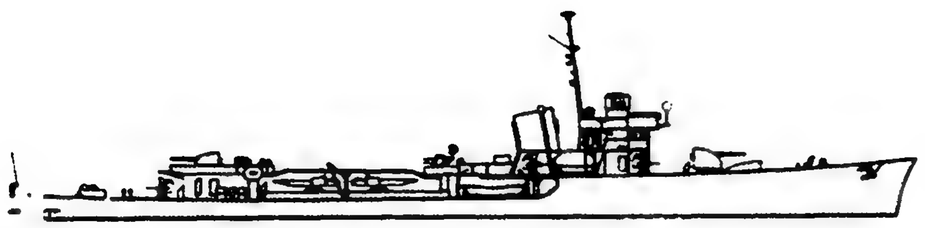
AM ISSA REIS Class
DISPL.—433 tons
LENGTH—154′; BEAM—26′; DRAFT—4′
ARMAMENT—3 3″
SPEED—14 knots; COMPLETED—1912

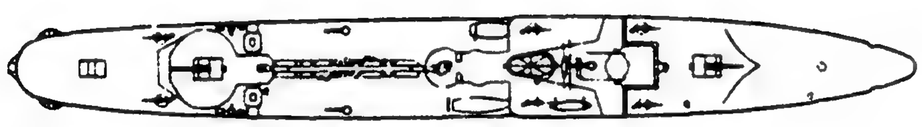
CMC SIVRIHISAR Class
DISPL.—350 tons
LENGTH—172′; BEAM—26′; DRAFT—6′
ARMAMENT—1 3″; 2 40 mm AA
SPEED—15 knots; COMPLETED—1941

DC

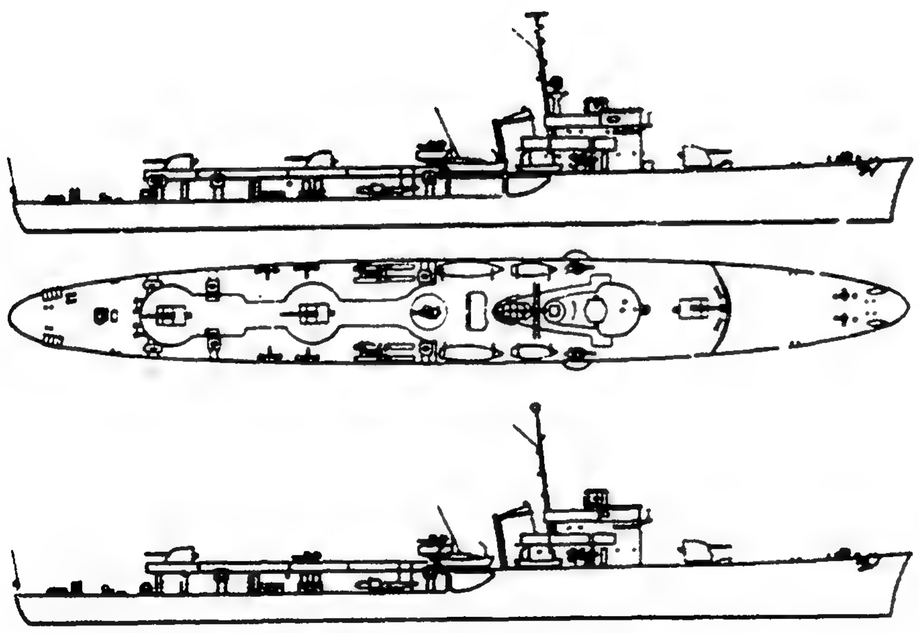


UCKA 271' oa



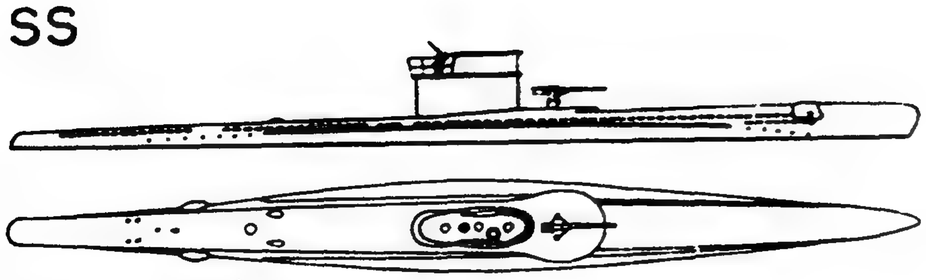


DURMITOR 270' oa



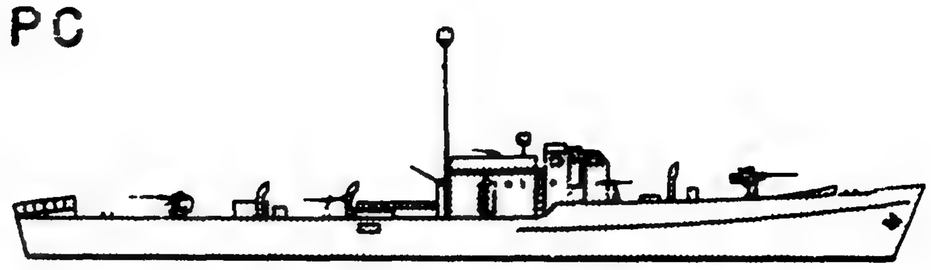
Italian FORTUNALE Class 293' oa

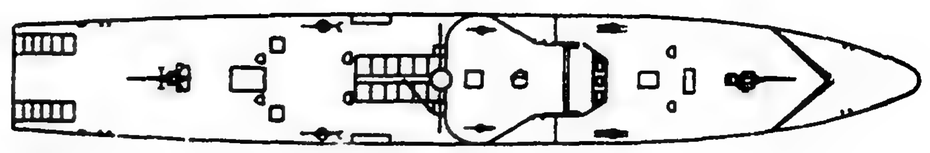
SS



SAVA 207' oa

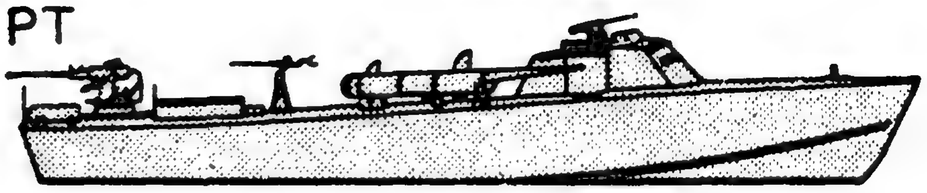
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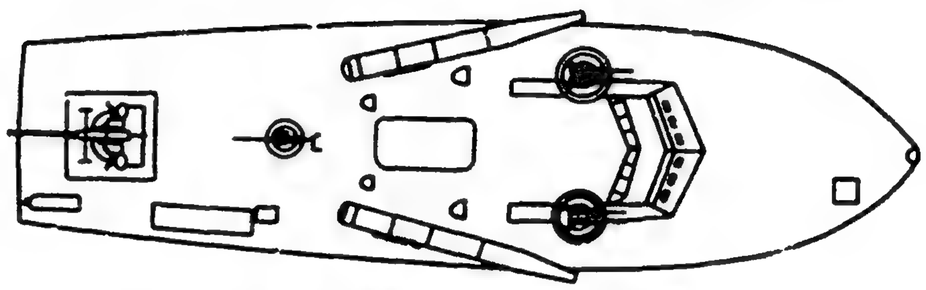




PBR 501 Class 135' oa

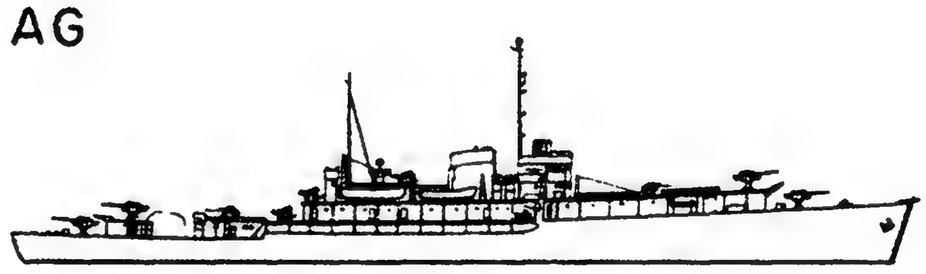
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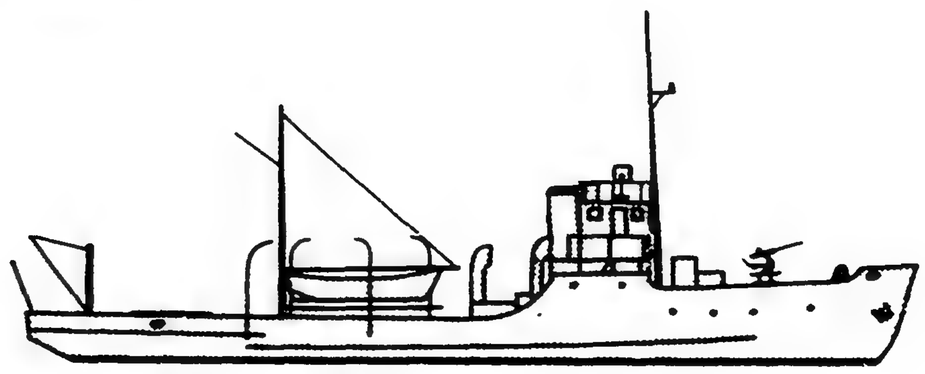
"Modified U.S. 78' Higgins" Class

AG



GALEB 384' oa

AMC



MARJAN Class 99' oa

YUGOSLAVIA—Ship Data

DC UCKA
DISPL.—800 tons
LENGTH—271′; BEAM—27′; DRAFT—11′
ARMAMENT—2 3.9″/47 AA; 3 17.7″ TT
SPEED—31.5 knots; COMPLETED—1950

DC DURMITOR (Italian ARIETE Class)
DISPL.—797 tons
LENGTH—270′; BEAM—27′; DRAFT—11′
ARMAMENT—2 3.9″/47 AA; 6 17.7″ TT
SPEED—31.5 knots; COMPLETED—1943

DC Italian FORTUNALE Class
DISPL.—1,153 tons
LENGTH—293′; BEAM—32′ 6″; DRAFT—13′ 6″
ARMAMENT—2–3 3.9″/47 AA; 4 17.7 TT
SPEED—26 knots; COMPLETED—1943

SS SAVA (Italian TRITONE Class)
DISPL.—746 tons
LENGTH—207′; BEAM—23′; DRAFT—16′
ARMAMENT—1 3.9″; 2 20 mm AA; 6 21″ TT
SPEED—17 knots (surface), 8 knots (submerged); COMPLETED—1951

PC PBR 501 Class
DISPL.—190 tons
LENGTH—135′; BEAM—21′; DRAFT—7′
ARMAMENT—1 3″; 1 40 mm AA
SPEED—20 knots; COMPLETED—1951–

PT "Modified U. S. 78′ Higgins" Class
DISPL.—46 tons
LENGTH—78′; BEAM—21′; DRAFT—5′
ARMAMENT—1 40 mm AA; 2 17.7″ TT
SPEED—41 knots; COMPLETED—1950–

AG GALEB
DISPL.—3,667 tons (gross)
LENGTH—384′; BEAM—50′; DRAFT—18′
ARMAMENT—4 3.4″ DP; 4 40 mm AA; 30 20 mm AA
SPEED—17 knots; COMPLETED—1938; CONVERTED—1943

AMC MARJAN Class
DISPL.—125 tons
LENGTH—99′; BEAM—26′; DRAFT—8′
ARMAMENT—1 20 mm AA; (can carry mines)
SPEED—9 knots; COMPLETED—1931–32

LATIN AMERICAN NAVIES—Ship Types Common Among Several Navies

CL

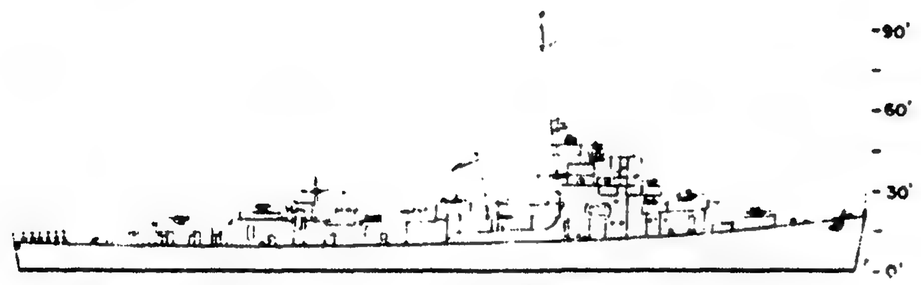


U. S. BROOKLYN Class 608'oa

CL U. S. BROOKLYN Class
DISPL.—9,700–10,000 tons
LENGTH—608′; BEAM—69′; DRAFT 24′
ARMAMENT—15 6″/47; 8 5″/25; 28 40 mm AA
SPEED—32 knots; COMPLETED 1938 39

COMMON TO: Argentina, Brazil*, and Chile.

DE

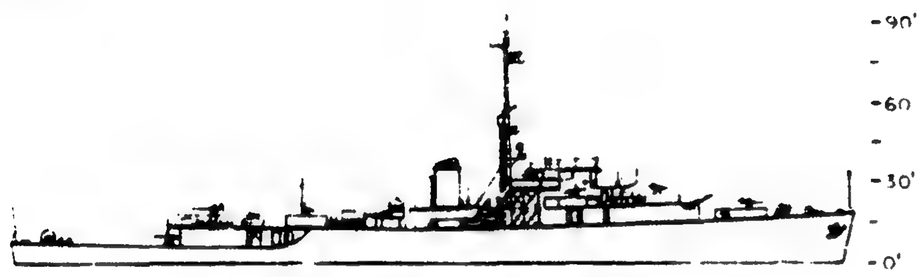


U. S. BUCKLEY Class 306'oa

DE U. S. BUCKLEY Class
DISPL.—1,240 tons
LENGTH—306′; BEAM—37′; DRAFT 12′
ARMAMENT—3 3″/50; 2–6 40 mm AA
SPEED—20 knots; COMPLETED 1942 44

COMMON TO: Brazil, Peru, and Uruguay.

PF

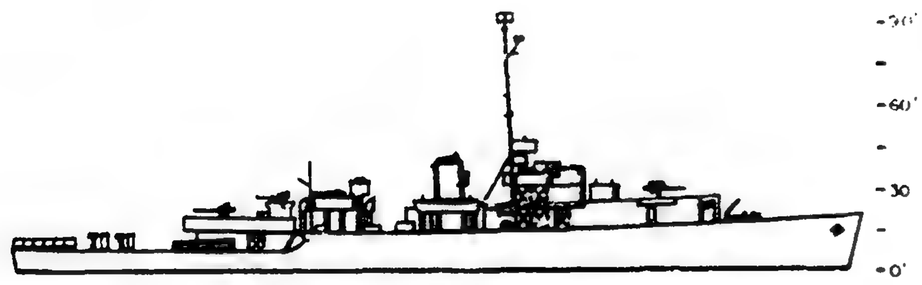


U. S. TACOMA Class 304'oa

PF U. S. TACOMA Class
DISPL.—1,430 tons
LENGTH—304′; BEAM—38′; DRAFT 15′
ARMAMENT—3 3″/50; 2–4 40 mm AA
SPEED—20 knots; COMPLETED 1943 45

COMMON TO: Argentina, Colombia, Cuba, Dominican Republic, Ecuador, Mexico, and Peru.

PF

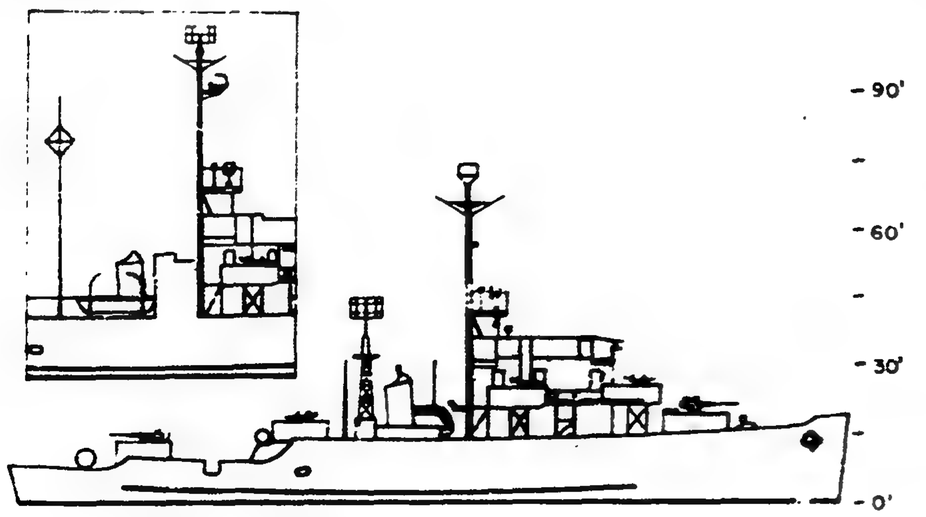


British "River" Class 302'oa

PF British "River" Class
DISPL.—1,445 tons
LENGTH—302′; BEAM—36′ 6″; DRAFT 14′ 6″
ARMAMENT—2 4″
SPEED—20 knots; COMPLETED 1942 44

COMMON TO: Chile, Peru, and near-sister ships in Argentina.

PCE



U. S. "184'" Class

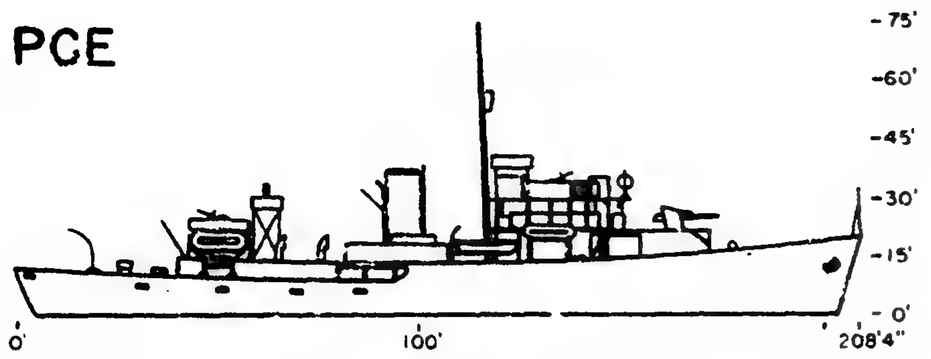
PCE U. S. "184′" Class
DISPL.—640 tons
LENGTH—185′; BEAM—33′; DRAFT 10′
ARMAMENT—1 3″/50; 3 40 mm AA
SPEED—15 knots; COMPLETED—1942 45

COMMON TO: Cuba, and Mexico.

*Brazil has the ex-ST. LOUIS which differs in appearance from other BROOKLYN Class cruisers. See drawing of ex-ST. LOUIS on page 239.

343149 O—55— 17

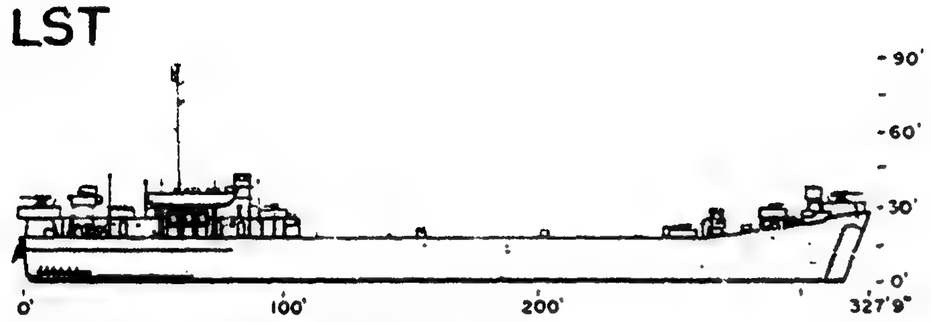
LATIN AMERICAN NAVIES—Ship Types Common Among Several Navies—(Continued)



British "Flower" Class 205'–208'oa

PCE British "Flower" Class
DISPL.—1,060 tons
LENGTH—205–208′; BEAM—33′ 6″; DRAFT—15′
ARMAMENT—1 4″; 1 40 mm AA
SPEED—16.5 knots; COMPLETED—1940–44

COMMON TO: Chile, Dominican Republic, Venezuela, and near-sister ships in Argentina.



U. S. "LST" Class 328'oa

LST U. S. "LST" Class
DISPL.—1,625 tons
LENGTH—328′; BEAM—50′; DRAFT—13′ (aft)
ARMAMENT—Varies
SPEED—11 knots; COMPLETED—1942–45

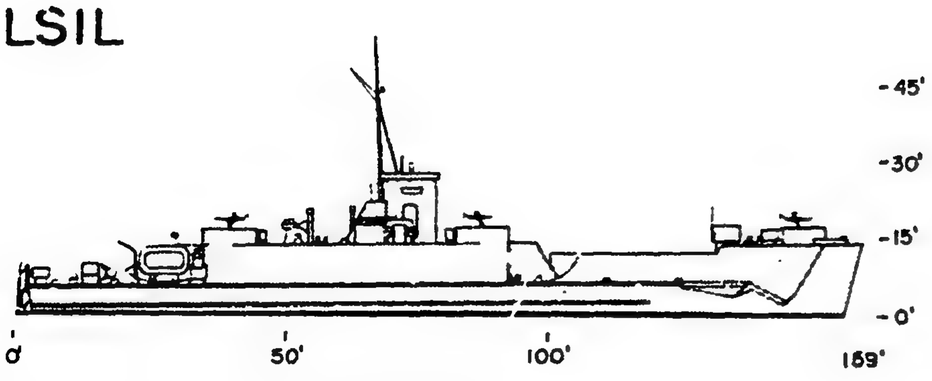
COMMON TO: Argentina, and Venezuela.



U. S. "LSM" Class 204'oa

LSM U. S. "LSM" Class
DISPL—520 tons
LENGTH—204′; BEAM—34′ 6″; DRAFT—8′
ARMAMENT—2 40 mm AA; 3–5 20 mm AA
SPEED—13 knots; COMPLETED—1944–45

COMMON TO: Argentina, and Chile.



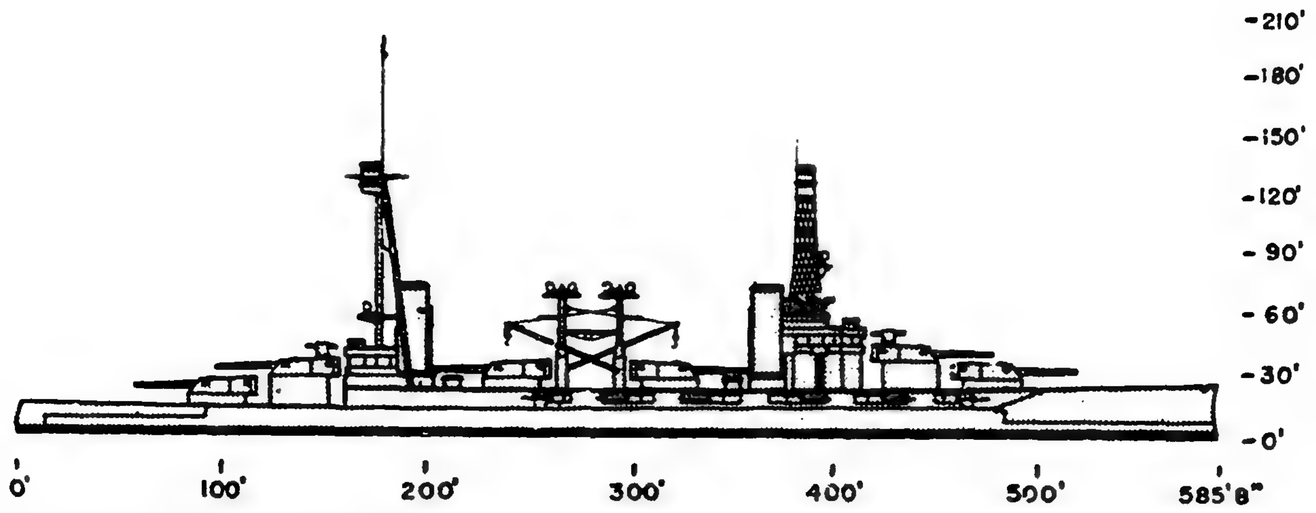
U. S. "LSIL" Class 159'oa

LSIL U. S. "LSIL" Class
DISPL.—209 tons
LENGTH—159′; BEAM—24′; DRAFT—6′ 6″
ARMAMENT—1 40 mm AA; 3–5 20 mm AA
SPEED—14 knots; COMPLETED—1942–44

COMMON TO: Argentina, Chile, and Dominican Republic.

LATIN AMERICAN NAVIES—ARGENTINA

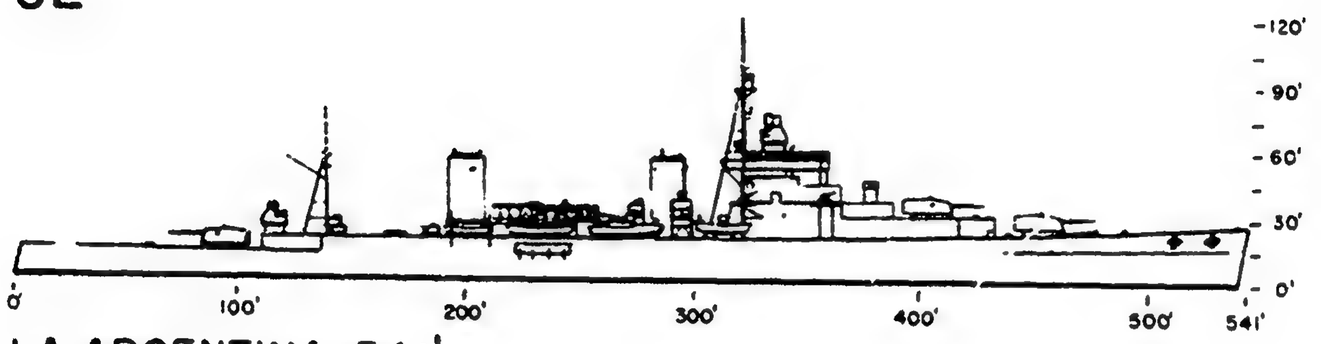
BB



RIVADAVIA Class 586' 00

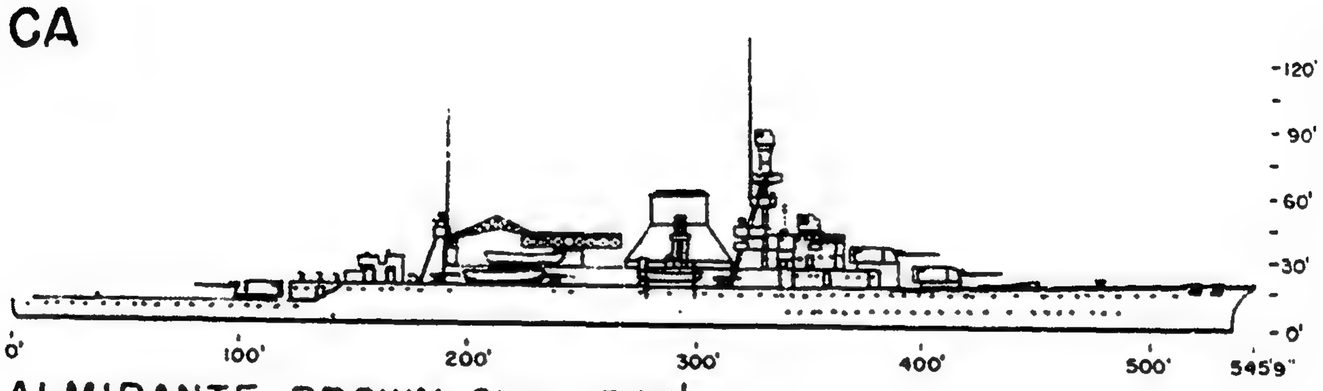
CL U. S. BROOKLYN Class. See page 235.

CL



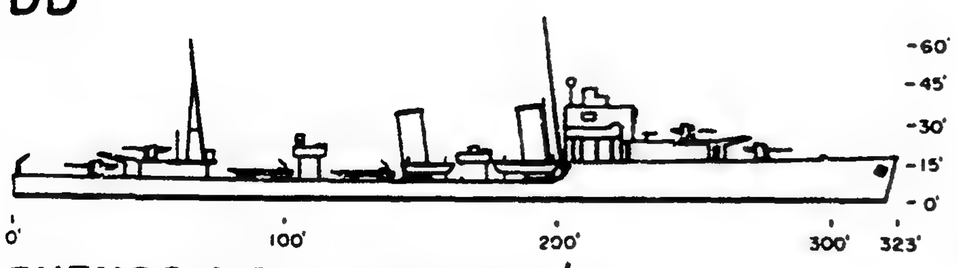
LA ARGENTINA 541' 00

CA



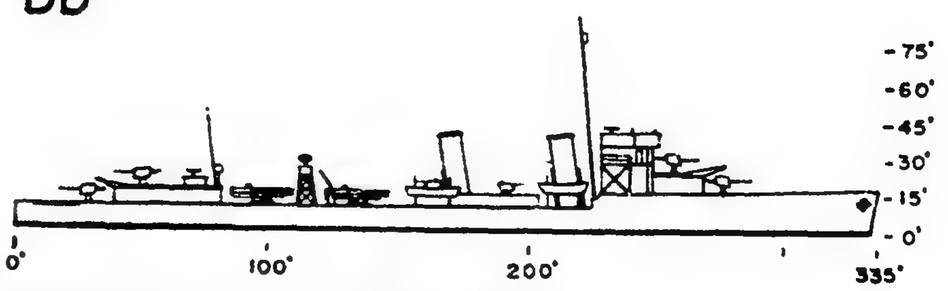
ALMIRANTE BROWN Class 546' 00

DD



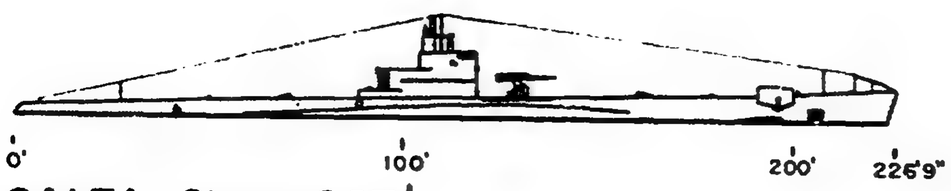
BUENOS AIRES Class 323' 00

DD



MENDOZA Class 335' 00

SS



SALTA Class 227' 00

LATIN AMERICAN NAVIES—ARGENTINA

PF U. S. TACOMA Class. See page 235.
PF British "River" Class. See page 235.
PCE British "Flower" Class. See page 236.
LST U. S. "LST" Class. See page 236.
LSM U. S. "LSM" Class. See page 236.
LSIL U. S. "LSIL" Class. See page 236.

ARGENTINA—Ship Data

BB RIVADAVIA Class
DISPL.—27,720 tons
LENGTH—586′; BEAM—98′; DRAFT—28′
ARMAMENT—12 12″/50; 12 6″/50; 4 3″ AA; 4 40 mm AA; 2 21″ TT
SPEED—23 knots; COMPLETED—1914–15

CL LA ARGENTINA
DISPL.—6,000 tons
LENGTH—541′; BEAM—56′ 6″; DRAFT—16′ 6″
ARMAMENT—9 6″; 14 40 mm AA; 6 21″ TT
SPEED—31 knots; COMPLETED—1939

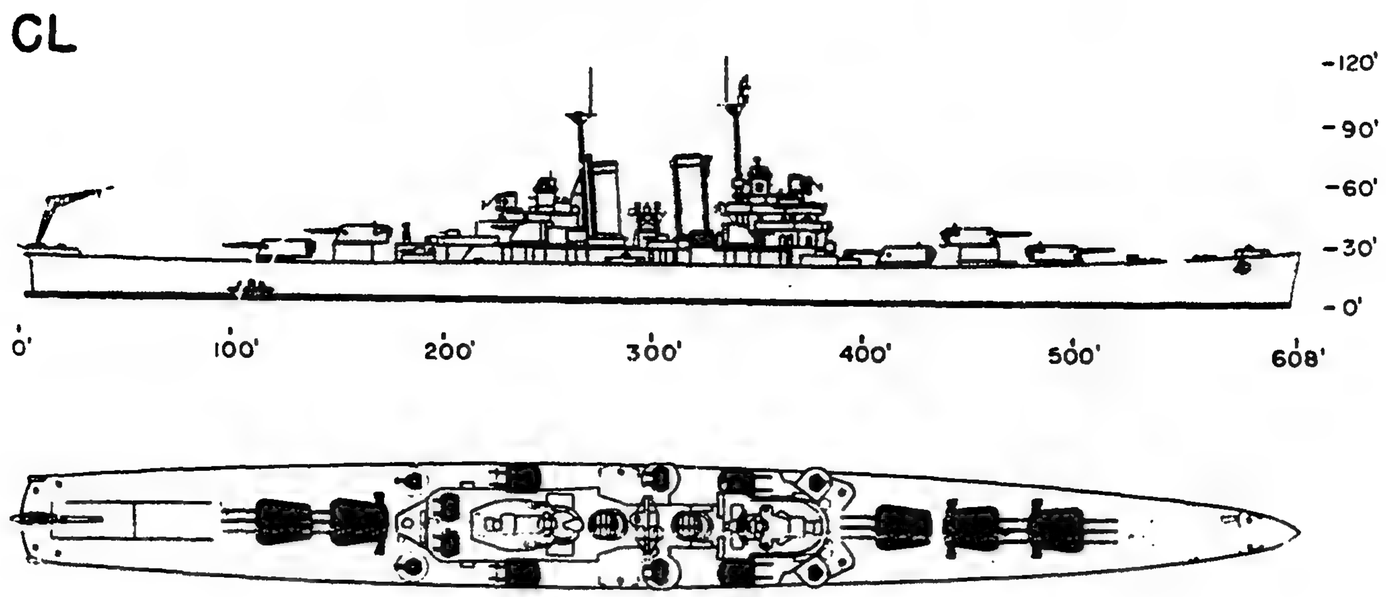
CA ALMIRANTE BROWN Class
DISPL.—6,800 tons
LENGTH—546′; BEAM—58′; DRAFT—16′
ARMAMENT—6 7.5″/52; 12 3.9″/47; 6 40 mm AA; 6 21″ TT
SPEED—32 knots; COMPLETED—1931

DD BUENOS AIRES Class
DISPL.—1,375 tons
LENGTH—323′; BEAM—33′; DRAFT—8′ 6″
ARMAMENT—4 4.7″; 2 40 mm AA; 8 21″ TT
SPEED—35 knots; COMPLETED—1938

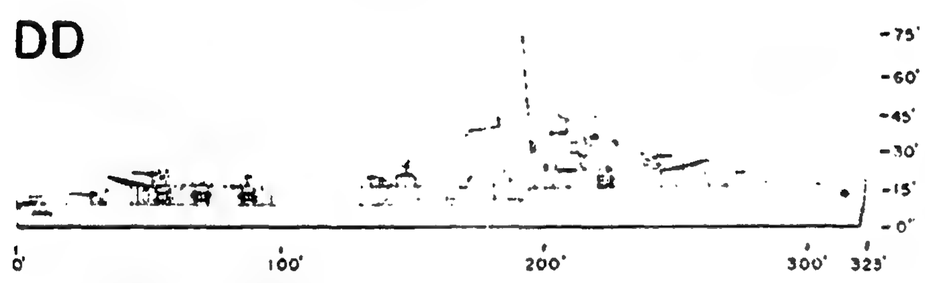
DD MENDOZA Class
DISPL.—1,570 tons
LENGTH—335′; BEAM—32′; DRAFT—12′ 6″
ARMAMENT—4 4.7″; 6 40 mm AA; 6 21″ TT
SPEED—36 knots; COMPLETED—1929

SS SALTA Class
DISPL.—877 tons
LENGTH—227′; BEAM—22′; DRAFT—13′
ARMAMENT—1 4″; 1 37 mm AA; 8 21″ TT
SPEED—17.5 knots; COMPLETED—1932–33

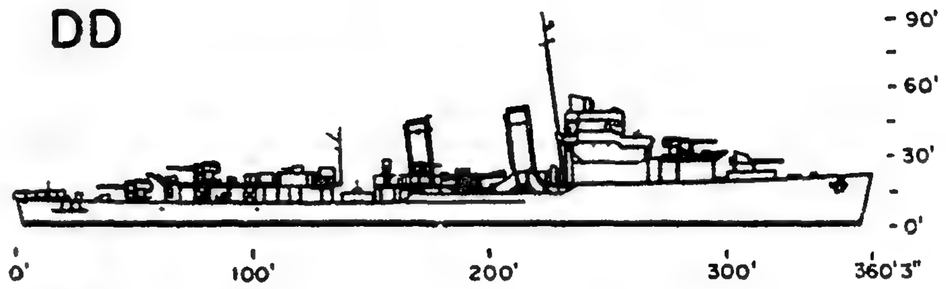
CL U. S. BROOKLYN Class. See page 235.



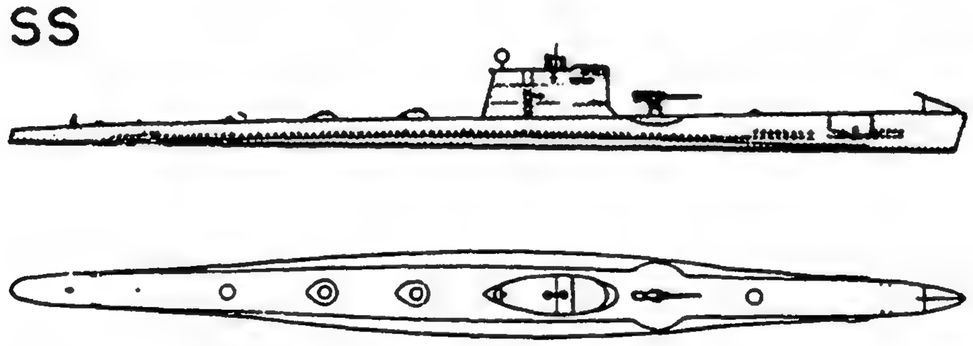
U.S. BROOKLYN Class (U.S.S. ST. LOUIS) 608'oa



"A" Class 323'oa



"M" Class 360'oa



Italian PERLA Class 197'oa

DE U. S. BUCKLEY Class. See page 235.

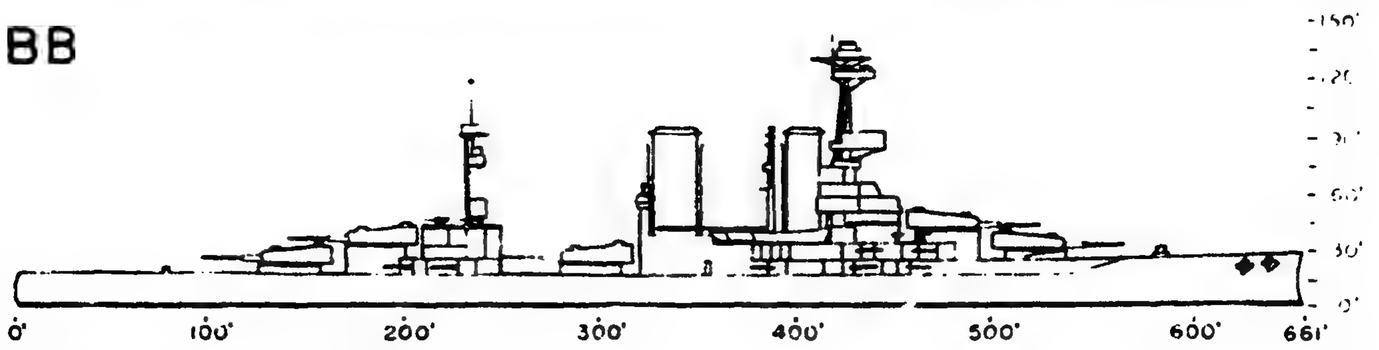
BRAZIL—Ship Data

DD "A" Class
DISPL.—1,450 tons
LENGTH—323′; BEAM—33′; DRAFT—9′
ARMAMENT—4 5″; 2 40 mm AA; 8 21″ TT
SPEED—34 knots; COMPLETED—1949-52

DD "M" Class
DISPL.—1,500 tons
LENGTH—360′; BEAM—35′; DRAFT—12′
ARMAMENT—4 5″/38 DP; 2 40 mm AA; 4 21″ TT
SPEED—36.5 knots; COMPLETED—1943

SS Italian PERLA Class
DISPL.—625 tons
LENGTH—197′ 6″; BEAM—21′; DRAFT—15′
ARMAMENT—1 3.9″/47; 6 21″ TT
SPEED—14 knots; COMPLETED—1937

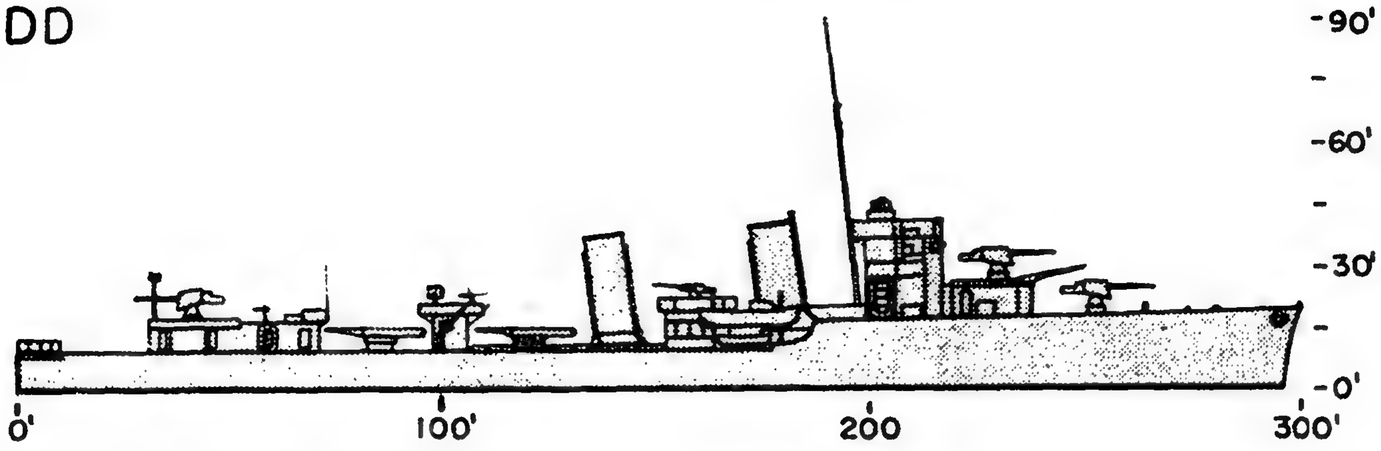
BB



ALMIRANTE LATORRE 661'oa

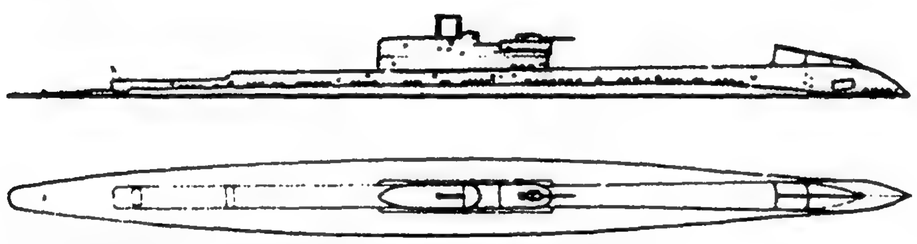
CL U. S. BROOKLYN Class. See page 235.

DD



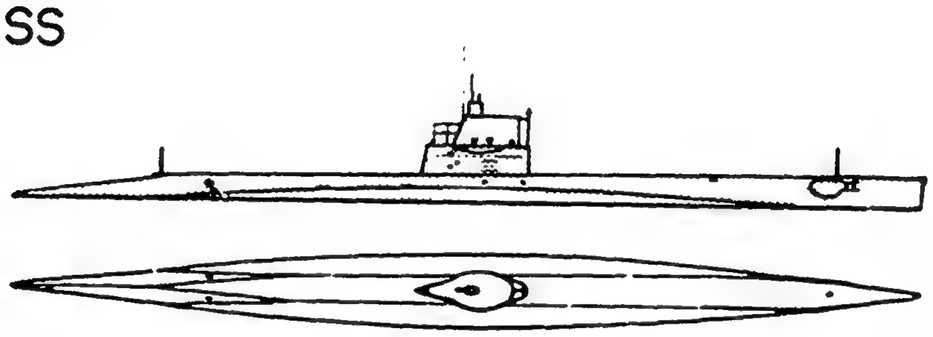
SERRANO Class 300'oa

SS



CAPTAIN OBRIEN Class 275'oa

SS



U. S. "H" Class 150'oa

PF British "River" Class. See page 235.

LSM U. S. "LSM" Class. See page 236.

LSIL U. S. "LSIL" Class. See page 236.

CHILE—Ship Data

BB ALMIRANTE LATORRE
DISPL.—28,950 tons
LENGTH—661′; BEAM—93′; DRAFT—32′
ARMAMENT—10 14″/45; 14 6″/50; 4 4″ AA
SPEED—23 knots; COMPLETED—1915

DD SERRANO Class
DISPL.—1,090 tons
LENGTH—300′; BEAM—29′; DRAFT—13′
ARMAMENT—3 4.7″; 1 3″; 6 21″ TT
SPEED—30 knots; COMPLETED—1929

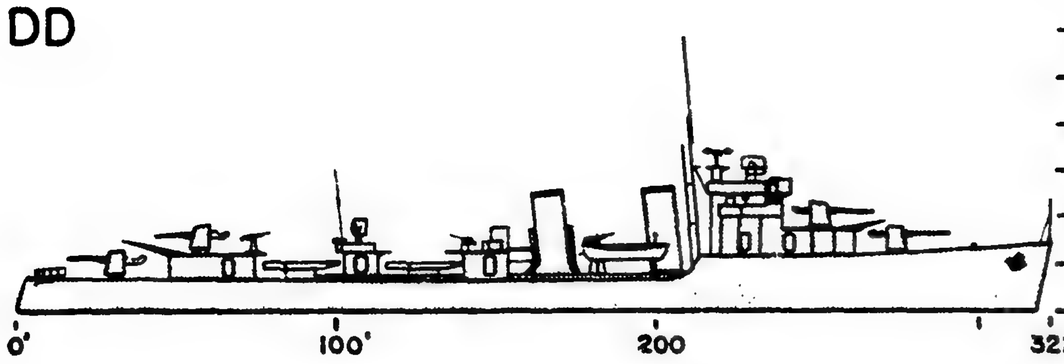
SS CAPTAIN O'BRIEN Class
DISPL.—1,412 tons
LENGTH—275′; BEAM—27′ 6″;
DRAFT—13′6″
ARMAMENT—1 4.7″; 8 21″ TT
SPEED—15 knots; COMPLETED—1929

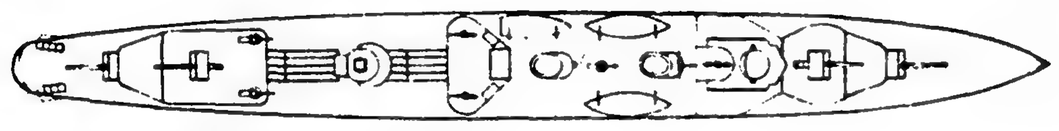
SS U. S. "H" Class
DISPL.—335 tons
LENGTH—150′; BEAM—16′;
DRAFT—12′ 6″
ARMAMENT—4 18″ TT
SPEED—13 knots; COMPLETED—1915–17

LATIN AMERICAN NAVIES—COLOMBIA AND DOMINICAN REPUBLIC

COLOMBIA

DD





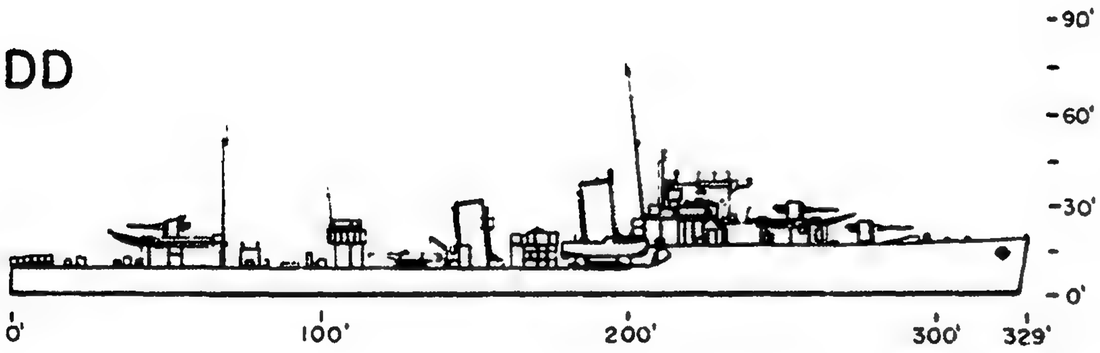
DOURO Class 322' oa

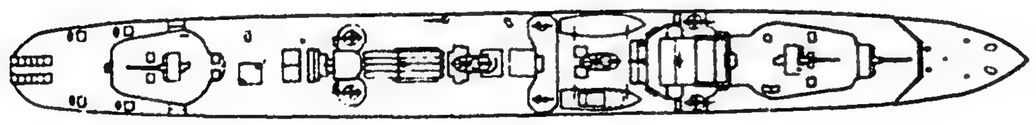
DD DOURO Class
DISPL.—1,219 tons
LENGTH—322′; BEAM—31′;
DRAFT—11′
ARMAMENT—2 5″; 6 40 mm AA;
4 21″ TT
SPEED—36 knots; COMPLETED—
1932

PF U. S. TACOMA Class. See page 235.

DOMINICAN REPUBLIC

DD





British "A to I" Class 329' oa

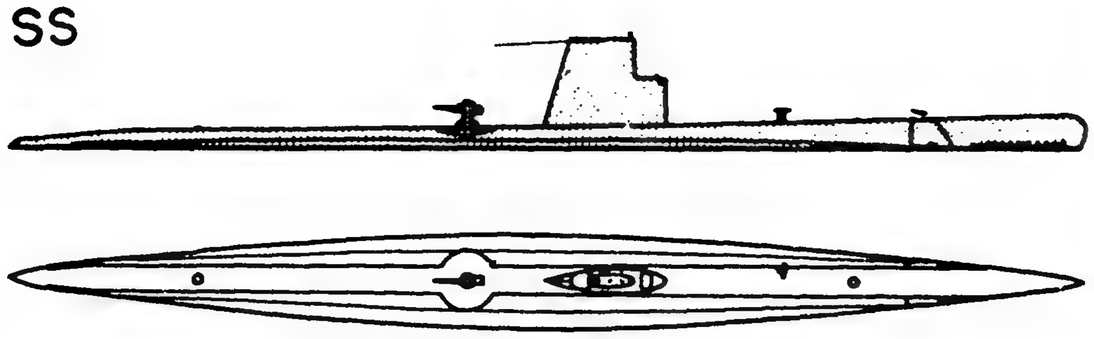
DD British "A to I" Class
DISPL.—1,350 tons
LENGTH—329′; BEAM—33′;
DRAFT—14′
ARMAMENT—3 4.7″; 4 40 mm AA;
4 21″ TT
SPEED—36 knots; COMPLETED—
1935–36

PF U. S. TACOMA Class. See page 235.
PCE British "Flower" Class. See page 236.
LSIL U. S. "LSIL" Class. See page 236.

LATIN AMERICAN NAVIES—PERU AND VENEZUELA

PERU

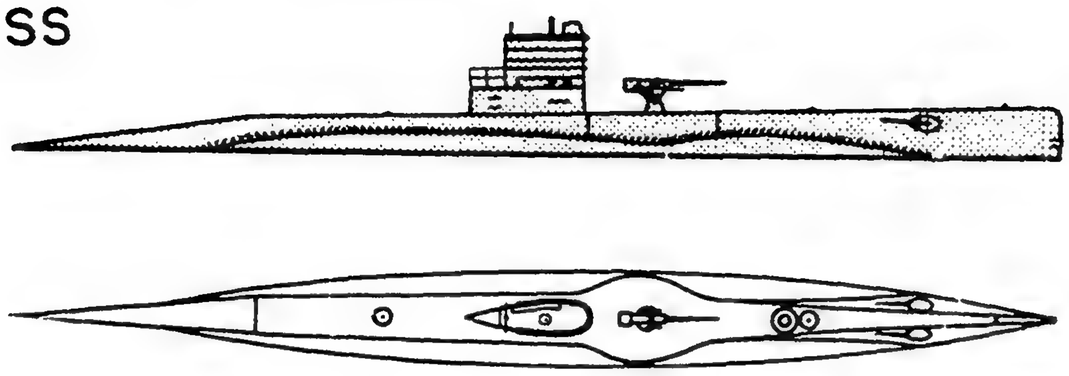
SS



TIBURON Class 243'oa

SS TIBURON Class
DISPL.—825 tons
LENGTH—243′; BEAM—22′; DRAFT—14′
ARMAMENT—1 5″/25; 6 21″ TT
SPEED—16 knots; COMPLETED—1954

SS



"Modified R Boat" Class 186'oa

SS "Modified R Boat" Class
DISPL.—567 tons
LENGTH—186′; BEAM—17′ 6″; DRAFT—15′
ARMAMENT—1 3″; 4 21″ TT
SPEED—14.5 knots; COMPLETED—1926–28

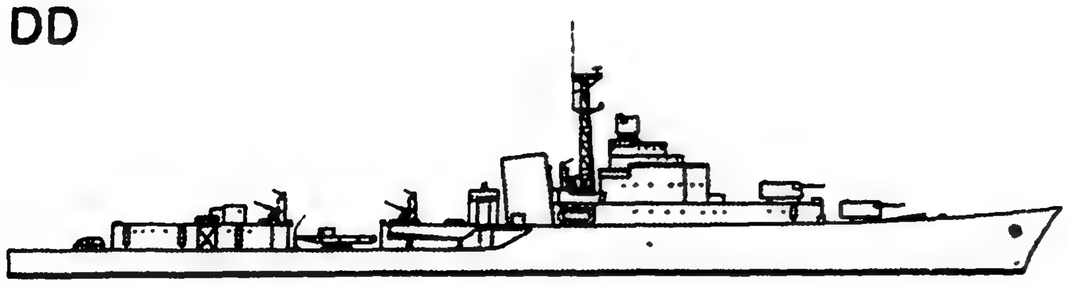
DE U. S. BUCKLEY Class. See page 235.

PF U. S. TACOMA Class. See page 235.

PF British "River" Class. See page 235.

VENEZUELA

DD



NUEVA ESPARTA Class 378'oa

DD NUEVA SPARTA Class
DISPL.—2,180 tons
LENGTH—378′; BEAM—40′ 6″; DRAFT—14′
ARMAMENT—4 4.5″; 10 40 mm AA; 3 21″ TT
SPEED—34 knots; COMPLETED—1953–54

PF British "River" Class. See page 235.

PCE British "Flower" Class. See page 236.

LST U. S. "LST" Class. See page 236.

APPENDIX I

NAVAL VESSEL CLASSIFICATIONS

BATTLESHIPS AND CRUISERS

BB	BATTLESHIP
BM	MONITOR, COAST DEFENSE ARMORED SHIP
CA	HEAVY CRUISER
CAG	GUIDED MISSILE HEAVY CRUISER
CB	LARGE CRUISER
CL	LIGHT CRUISER
CLAA	ANTIAIRCRAFT LIGHT CRUISER
CLG	GUIDED MISSILE LIGHT CRUISER

COMMAND SHIPS

CBC	LARGE TACTICAL COMMAND SHIP
CLC	TACTICAL COMMAND SHIP

AIRCRAFT CARRIERS

CVA	ATTACK AIRCRAFT CARRIER
CVE	ESCORT AIRCRAFT CARRIER
CVL	SMALL AIRCRAFT CARRIER
CVS	ASW SUPPORT AIRCRAFT CARRIER

DESTROYERS

DD	DESTROYER
DDC	CORVETTE
DDE	ESCORT DESTROYER
DDG	GUIDED MISSILE DESTROYER
DDR	RADAR PICKET DESTROYER
DL	FRIGATE

SUBMARINES

SS	SUBMARINE
SSG	GUIDED MISSILE SUBMARINE
SSK	ANTISUBMARINE SUBMARINE
SSN	NUCLEAR POWER SUBMARINE
SSR	RADAR PICKET SUBMARINE

AMPHIBIOUS WARFARE VESSELS

AGC	AMPHIBIOUS FORCE FLAGSHIP
AKA	ATTACK CARGO SHIP
APA	ATTACK TRANSPORT
APD	HIGH SPEED TRANSPORT
ASSA	CARGO SUBMARINE
ASSP	TRANSPORT SUBMARINE
CVHA	ASSAULT HELICOPTER AIRCRAFT CARRIER
DEC	CONTROL ESCORT VESSEL
IFS	INSHORE FIRE SUPPORT SHIP
LSD	DOCK LANDING SHIP
LSFF	FLOTILLA FLAGSHIP LANDING SHIP
LSIL	INFANTRY LANDING SHIP (LARGE)
LSM	MEDIUM LANDING SHIP
LSM (R)	MEDIUM LANDING SHIP (ROCKET)
LSSL	SUPPORT LANDING SHIP (LARGE) (MK. III)
LST	TANK LANDING SHIP
LSV	VEHICLE LANDING SHIP
PCC	CONTROL SUBMARINE CHASER (173′)
PCEC	CONTROL ESCORT (180′)
PCSC	CONTROL SUBMARINE CHASER (136′)
SCC	CONTROL SUBMARINE CHASER (110′)

MINE WARFARE VESSELS

MCS	MINE WARFARE COMMAND AND SUPPORT SHIP
MHC (ex AMCU)	MINEHUNTER, COASTAL
MMA (ex ACM)	MINELAYER, AUXILIARY
MMC (ex CMC)	MINELAYER, COASTAL
MM (ex CM)	MINELAYER, FLEET
DM	MINELAYER, DESTROYER
MSA	MINESWEEPER, AUXILIARY
MSC (O) (ex AMS)	MINESWEEPER, COASTAL (old)
MSC (ex AMS)	MINESWEEPER, COASTAL (nonmagnetic)
DMS	MINESWEEPER, DESTROYER
MSF (ex AM)	MINESWEEPER, FLEET (steel hulled)
MSO (ex AM)	MINESWEEPER, OCEAN (nonmagnetic)

PATROL VESSELS

BMR	RIVER MONITOR
DE	ESCORT VESSEL
DER	RADAR PICKET ESCORT VESSEL
PC	SUBMARINE CHASER (173′)
PCE	ESCORT (180′)
PCER	RESCUE ESCORT (180′)
PCS	SUBMARINE CHASER (136′)
PF	PATROL ESCORT
PG	GUNBOAT
PGM	MOTOR GUNBOAT
PR	RIVER GUNBOAT
PY	YACHT
SC	SUBMARINE CHASER (110′)

AUXILIARIES

AD	DESTROYER TENDER
ADG	DEGAUSSING VESSEL
AE	AMMUNITION SHIP
AF	STORE SHIP
AG	MISCELLANEOUS AUXILIARY
AGB	ICE BREAKER
AGP	MOTOR TORPEDO BOAT TENDER
AGS	SURVEYING SHIP
AGSC	COASTAL SURVEYING SHIP
AGSS	AUXILIARY SUBMARINE
AH	HOSPITAL SHIP
AK	CARGO SHIP
AKD	CARGO SHIP DOCK
AKL	LIGHT CARGO SHIP
AKN	NET CARGO SHIP
AKS	GENERAL STORES ISSUE SHIP
AKV	CARGO SHIP AND AIRCRAFT FERRY
AN	NET LAYING SHIP
AO	OILER
AOG	GASOLINE TANKER
AOR	REPLENISHMENT FLEET TANKER
AP	TRANSPORT
APB	SELF-PROPELLED BARRACKS SHIP
APC	SMALL COASTAL TRANSPORT
AR	REPAIR SHIP
ARB	BATTLE DAMAGE REPAIR SHIP
ARC	CABLE REPAIRING OR LAYING SHIP
ARG	INTERNAL COMBUSTION ENGINE REPAIR SHIP
ARH	HEAVY-HULL REPAIR SHIP
ARL	LANDING CRAFT REPAIR SHIP
ARS	SALVAGE VESSEL
ARSD	SALVAGE LIFTING VESSEL
ARST	SALVAGE CRAFT TENDER
ARV	AIRCRAFT REPAIR SHIP
ARVA	AIRCRAFT REPAIR SHIP (AIRCRAFT)
ARVE	AIRCRAFT REPAIR SHIP (ENGINE)
AS	SUBMARINE TENDER
ASR	SUBMARINE RESCUE VESSEL
ATA	AUXILIARY OCEAN TUG

AUXILIARIES—Continued

ATF	FLEET OCEAN TUG
ATR	RESCUE OCEAN TUG
AV	SEAPLANE TENDER
AVM	GUIDED MISSILE SHIP
AVP	SMALL SEAPLANE TENDER
AVS	AVIATION SUPPLY SHIP
AW	DISTILLING SHIP
IX	UNCLASSIFIED MISCELLANEIUS

VARIOUS SERVICE CRAFT

(Limited to Those Appearing in Text)

LCU	UTILITY LANDING CRAFT
MSB	MINE SWEEPING BOAT
MSI	MINESWEEPER, INSHORE
PT	MOTOR TORPEDO BOAT
PTC	MOTOR BOAT SUBMARINE CHASER
PYC	COASTAL YACHT
SST	TARGET AND TRAINING SUBMARINE
YAG	MISCELLANEOUS AUXILIARY
YMS	AUXILIARY MOTOR MINE SWEEPER
YP	PATROL VESSEL

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NOTE: Ship types which appear in this manual but are not listed in Appendix I, are covered in this index as shown below:

DC	Destroyers
LCM	Amphibious Warfare Vessels
LCS	Amphibious Warfare Vessels
LCVP	Amphibious Warfare Vessels
LSS	Amphibious Warfare Vessels

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