

~~CONFIDENTIAL~~

These funds would provide vitally necessary inspection
gages and, when legal authority is obtained, by contract with important
allocated firms, -

- (1) Analysis, from a production viewpoint, of drawings and specifications furnished by the Government.
- (2) Development of production plans.
- (3) Determination of requirements for special aids to manufacture, preparation of drawings for same, and determination of sources for supply.
- (4) Actual acquisition by the Government of a limited stock of these manufacturing aids to insure prompt initiation of production at the plants involved, in an emergency.

c. Special machinery for war production -- approximately
\$28,000,000.

This would provide a nucleus of the special machinery for the manufacture of such items as smokeless powder, high explosives, small arms ammunition, cal. .50 machine guns, centrifugally cast and cold worked cannon, and gas masks, and thus reduce the time to get into quantity production.

d. Machine tools to modernize and round out equipment at existing Government establishments -- approximately \$25,000,000.

These machine tools are needed to replace old and obsolete equipment and their installation will materially expedite important early production.

e. War reserve of strategic materials -- approximately
\$22,000,000.

This includes only the Army requirements for manganese, chrome, tin, and tungsten for two years of war.

f. Authority for placing educational orders by negotiation without competition.

If the funds specified in g are made available, the funds specified in b, c, d, and e can be reduced. It is obvious that a, b, c, d, and g are interrelated.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

As to what you can do to help, you of course already see the answer. No one in the country is more familiar with the problems of obtaining the supplies necessary for war and no one speaks with greater authority.

Cordially yours,

(Sgt) Louis Johnson
LOUIS JOHNSON,
The Assistant Secretary of War.

~~CONFIDENTIAL~~

PRIVATE AND CONFIDENTIAL

BERNARD M. BARUCH
597 Madison Avenue
New York

December 24, 1937.

Hon. Louis Johnson,
Assistant Secretary of War,
Washington, D. C.

My dear Mr. Secretary:

Something has been lying
very heavily on my heart since my last visit
with you. What would be the answers to the
following questions?

1. What is the condition of our ammunition?
2. What is the condition of our guns? I
presume the metal is all right, but how about
the carriages? What facilities have we for
making modern big guns and what facilities
have we for getting quantity production in
them and in shells?
3. I am given to understand that the total
capacity in this country is about 40,000
pounds of powder per day and that it would
take six months to increase that capacity.
This is a condition that should not exist.
4. What capacity have we for making small
guns, including machine and anti-aircraft
guns in quantity?
5. What is our position in regard to dies,
jigs, fixtures and designs?
6. How about the production of things for the
Navy?

And so on ad infinitum.

Hon. Louis Johnson

December 24, 1937.

I think I can guess at the answers to some of these questions and no doubt they give you sleepless nights.

What can be done about it and what can I do to help?

I hear questions about these things and the circle of questioners is widening.

With kindest regards, I am

Sincerely yours,

Sgd: Bernard M. Baruch.

C
O
P
Y

THE SECRETARY OF THE NAVY

WASHINGTON

THE WHITE HOUSE

JAN 24 3 17 PM '38
January 24, 1938.
RECEIVED

*File
Personal*

My dear Mr. President:

A few days ago when discussing with you the appointment of Rear Admiral J. O. Richardson as Chief of the Bureau of Navigation, in response to your inquiry I stated that according to my recollection he had not served in the Bureau of Navigation. Since then I have made inquiry and find that Admiral Richardson was detailed to the Bureau of Navigation in 1928 as Detail Officer, and served in that capacity for about 2 years.

I do not think that this minor assignment to the Bureau of Navigation would interfere in any way with his duties as Chief of that Bureau. The more I think of it the more I am convinced that the appointment of Admiral Richardson as Chief of the Bureau of Navigation is the best that can be made. I believe this appointment will be most agreeable to all officers of the Navy, and that he will discharge his duties most acceptably.

As soon as you indicate to me your approval I will announce his appointment, and that of Admiral Andrews.

Sincerely yours,

Claude A. Swanson

The President,
The White House.

PSF Navy
Sullivan

THE WHITE HOUSE
WASHINGTON

~~CONFIDENTIAL~~
February 12, 1938.

MEMORANDUM FOR

THE SECRETARY OF THE NAVY

In regard to hull and engine designs for these two experimental types of submarine chasers, please ask C. & R. and Steam Engineering to call in for consultation one or two civilian ship or yacht designers at once, and will you talk over with me the names of such designers?

F. D. R.

The President added this in longhand

Those cost estimates are prohibitive.

DECLASSIFIED

DOD DIR. 5200.9 (9/27/58)

Date- 2/12/59

In reply refer to Initials
and No.NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTONSignature- *Carl J. Spear*

Op-23-FKA

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

9 February 1938.

MEMORANDUM FOR THE PRESIDENT

The status of subchasers contemplated in pending auxiliary program is as follows:

(1) General Board prescribed characteristics for two experimental types of submarine chasers. Briefly, these characteristics are:

(a) First type - two vessels.

<u>Tonnage</u>	- About 215 tons, standard. (Length will be about 165 feet).
<u>Speed</u>	- 22.5 knots at full load less 1/3 fuel and water.
<u>Armament</u>	- 3"/50 single purpose gun, 4-50 cal. m.g.s, depth charges and one projector.
<u>Propulsion</u>	- One to be Diesel propulsion and one high pressure steam propulsion.
<u>Radius</u>	- 3000 miles at 12 knots.
<u>Provisions</u>	- 20 days.
<u>Complement</u>	- 3 officers and 42 enlisted.
<u>Listening Devices</u>	- Latest sonic and supersonic.

(b) Second type - two vessels.

<u>Tonnage</u>	- About 82 tons, standard; length 110 feet, <u>wooden hull</u> .
<u>Speed</u>	- 17.6 knots fully loaded less 1/3 fuel.
<u>Armament</u>	- 3"/23 gun, two depth charge racks.

~~CONFIDENTIAL~~

- Propulsion - Both Diesel, if practicable, otherwise one gasoline propulsion and one diesel propulsion.
- Radius - 1500 miles at 12 knots.
- Provisions - 10 days.
- Complement - 2 officers and 20 enlisted men.
- Listening Devices - Latest sonic and supersonic.

2. Preliminary designs for hull and power plants have been made by the Bureau of Construction and Repair and the Bureau of Engineering, but have not yet been submitted to Ship Development Board.

3. Estimates of cost of these vessels are as follows:

(a) First Type - (165' vessels).

<u>Steam Driven</u>		<u>Diesel Driven</u>
C&R.....	\$225,000\$225,000
Eng.....	916,000 920,000
Ord.....	96,000 96,000
Other Bus.	5,000 5,000
	<u>\$1,242,000</u>	<u>\$1,246,000</u>

(b) Second Type (110' vessel).

<u>Gasoline Driven</u>		<u>Diesel Driven</u>
C&R.....	\$ 75,000\$ 75,000
Eng.....	295,000 353,000
Ord.....	31,000 31,000
Other Bus.	5,000 5,000
	<u>\$406,000</u>	<u>\$464,000</u>

4. In planning quantity production of these vessels, such as would be necessary in time of emergency, the Navy Yards and eleven major ship building plants have not been included, as those plants would be required for construction of other Naval vessels. However, indications are that the first type (165') could be built at about six additional building yards and the second type (110') at about thirty-nine additional building yards.

Claude A. Swanson

PSF Navy
Swanson

(SC)LL-1(1940).
Serial 5631 CONFIDENTIAL

12 MAY 1938

My dear Mr. President:

In connection with the preparation of Budget estimates for the Fiscal Year 1940, I request your initial approval of the Navy Department's figures for the total enlisted strength -

Navy..... 120,000 maximum (115,050 average)
Marine Corps..... 22,000 maximum (20,000 average)

The increase of 9,900 enlisted men for the Navy will be required for the following:

- (1) New Construction (carrier and cruiser)
 - (a) WASP..... 1087
 - (b) HELENA..... 698
 - 1785

- (2) Submarines

Excess personnel for new over old submarines, plus personnel for two more boats in fiscal 1939..... 138

138

- (3) Destroyers

Excess personnel required for new destroyers, plus personnel for six more boats than in fiscal 1939..... 2478

2478

- (4) Increase in Aircraft..... 18
- (53 planes) 18

Franklin D. Roosevelt Library
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DOD DIR. 5200.9 (9/27/58)

Date- 2/12/59

Signature- Paul T. Spicer

~~CONFIDENTIAL~~

Serial 5631 CONFIDENTIAL

(5) <u>At Sea, Miscellaneous</u>		
(a) PYRO.....	177	
(b) NAPA.....	48	
(c) 1 Destroyer, for use as....	<u>75</u>	
Seaplane Tender, Small	300	300
(6) <u>On Shore, Miscellaneous</u>		
(Recruits, Air Station personnel, Patients in Hospitals, Personnel en route, etc.).....	2765	2765
(7) Increase in % of allowance to complement, to make 90% instead of approximately 85% on combatant ships.....	2416	<u>2416</u>
		9900

It should be noted that the total number of ships to be operated in 1940 will be 341, or 12 more than in 1939. We add 1 carrier, 1 light cruiser, 6 destroyers, 2 submarines, 1 ammunition ship, 1 ocean tug, 1 seaplane tender small, and reduce the patrol vessels (gunboats) by 1. The new ships joining the Fleet as the result of the building program are individually larger and therefore require larger crews than the old ones did. The allowances of men assigned to our submarines and fleet aircraft and on combatant ships of the Asiatic Fleet are maintained at 100%, which the Department considers essential.

For the Marine Corps an increase of 4,000 men is recommended as the minimum that meets the increased demands of new ships, new aircraft, and the Fleet Marine Force. With this increment the Marine Corps strength will bear the proportion of approximately 18% to the Navy,

Serial 5631 CONFIDENTIAL

maximum strength, as herein proposed. In 1939 the proportion is approximately 16%. The breakdown of this item is as follows:

	<u>1939</u>	<u>1940</u>	<u>Increase</u>
Ships (Marine Guards)..	3055	3160	107
Fleet Marine Force (including Aviation Units).....	4731	7930	3199
Shore Station Guards...	2611	2611	0
Guards for Naval Activ- ities in the United States.....	5387	3638	251
Other Activities in the United States.....	2431	2680	249
In transit, etc.....	<u>1787</u>	<u>1981</u>	<u>194</u>
	18000	22000	4000

Sincerely,

CLAUDE A. SWANSON

The President,
The White House.

THE SECRETARY OF THE NAVY
WASHINGTON

PSF
Navy
Swanson

September 26, 1938.

My dear Mr. President:

Rear Admiral Perceval S. Rossiter, Medical Corps, U. S. Navy, Surgeon General of the Navy, will retire, according to law, on 1 December, 1938, at the age of 64 years.

I have the honor to nominate Captain Edgar L. Woods, Medical Corps, U. S. Navy to succeed Rear Admiral Perceval S. Rossiter, Medical Corps, U. S. Navy.

The Assistant Secretary of the Navy, The Chief of Naval Operations, and the Chief of the Bureau of Navigation concur with this recommendation.

Sincerely yours,

Frank A. Swanson.

The President,
The White House.

BT: Swanson

Navy

DECLASSIFIED
By Deputy Archivist of the U.S.
By W. J. Stewart Date MAR 1 1972

[REDACTED]

September 30, 1938.

Dear Claude:-

Thank you for yours of the twenty-sixth. In view of the fact that Rossiter does not retire until December first, and also because of the hectic international situation, I am putting off consideration of the matter for several weeks -- and probably will not take it up before the tenth or fifteenth of November.

As ever yours,

The Honorable
The Secretary of the Navy,
Washington, D. C.

file

*PSF
Navy
Swanson*

Warm Springs, Ga.,
November 26, 1938.

PERSONAL

Dear Claude:-

I have been giving a great deal of thought to the question of a successor to Surgeon General Rossiter.

My general inclination would have been to appoint Edgar Woods M.D., as you know, is a very old friend of mine and is also near the top of the eligible list.

However, I have had to consider the position from every angle before considering individuals -- and it seems clear to me that the position of Surgeon General goes today so far beyond the actual running of the medical end of the Navy and Marine Corps alone that we have to have someone thoroughly in touch with the other necessities of the case.

For example, the Surgeon General occupies an important place in the functioning of the Red Cross, not only in preparing against disasters but also in the handling of disasters; also, he has to be in very close touch with the Army Medical Corps to prevent crossing of wires and especially with the Public Health Service, which is of growing national importance. In addition to this he has to be in close touch with international medical and prevention problems, with the school for tropical medicine and other similar bodies. Finally, he has to

coordinate all of our Navy work with civilian medicine, and, in these days, to be able to confer on new problems such as group clinics and hospitalization which will more and more affect civilian workers in the Navy Department and the Navy Yards.

With this in mind, therefore, I have carefully gone over the three top grades in the Navy Medical Corps and have come to the conclusion that the best man to appoint is Dr. Ross T. McIntire.

He is, to be sure, still a Commander but is very near the top of that grade. Also, we have had much success in the appointment of younger men to be Bureau Chiefs in other Corps -- such as the selection of Morell to be the Chief of the Bureau of Yards and Docks.

I know that you had hoped that Edgar Woods would be appointed, but I know also that you will understand my reasons for selecting a younger man with a wider acquaintanceship with the wider problem.

Take good care of yourself. I am having a real rest down here and will see you in a little over a week.

As ever yours,

The Honorable
The Secretary of the Navy,
Washington, D. C.

THE SECRETARY OF THE NAVY.
WASHINGTON.

19 December 1938

*File
personal*

My dear Mr. President:

One of your intimate friends has furnished me a list of books that you would like to have in your library, and I feel honored in being permitted to present them to you.

I send them with my affectionate regards and best wishes for a Merry Christmas and Happy New Year.

Your friend and admirer,

Blandine A. Swanson.

The President,
The White House.

THE SECRETARY OF THE NAVY,
WASHINGTON.

Little Lucy or The Pleasant Day
The Young Sailor or The Sea-Life of Tom Bowline
The Vicar's Garden or The Greek Medal
Revolutionary Worthies
Sea Memories
Legends of the Hudson
A Relic of the Revolution
Dashing Paul Jones
The Yankee Navy
Along Shore with a Man of War
William Henry Schuetze
The Cruise of Admiral Farragut

PSF
Swanson
NAVY

Letter to President

signed by Sec. of State and Sec. of Navy

In re-Carp Export and Import Corporation--agents
for Soviet Gov who began negotiations to buy
one or more battleships in this country for the
Soviet Gov.

SEE--Cordell Hull folder-Drawer 1--1938

PSF
Swanson
Navy

Memo to President

From Sec. Swanson

Subject--Retirement provisions of higher officers
of the Navy.

SEE--Col. Watson folder-Drawer 2--1938

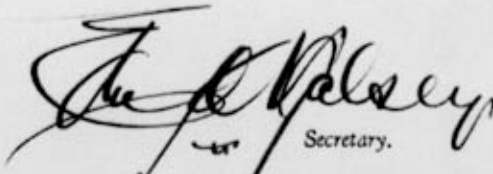
file
personal
Swanson

In the Senate of the United States

July 7, 1939.

Resolved, That invitations be extended to the President of the United States and the members of the Cabinet, the Chief Justice and Associate Justices of the Supreme Court of the United States, the Diplomatic Corps (through the Secretary of State), the Chief of Staff of the Army, the Chief of Naval Operations of the Navy, the Major General Commandant of the Marine Corps, and the Commandant of the Coast Guard to attend the funeral of the **Honorable Claude Augustus Swanson**, late Secretary of the Navy and former Senator from the State of Virginia, in the Senate Chamber, at 1 o'clock p. m., Monday, July 10, 1939.

Attest:


Secretary.

Order of Services at the Funeral

of

Claude Augustus Swanson

**Late Secretary of the Navy and former Senator
from the State of Virginia**

Order of Services at the Funeral
of
Claude Augustus Swanson
Late Secretary of the Navy and former Senator
from the State of Virginia

The services will be held at 1:00 o'clock p. m., Monday, July the tenth, Nineteen Hundred and Thirty-nine.

The body of the late Secretary will be placed in the Senate Chamber prior to the services.

The President of the United States and his Cabinet, the Chief Justice and Associate Justices of the Supreme Court, the Diplomatic Corps, the Members of the House of Representatives, the Chief of Staff of the Army, the Chief of Naval Operations of the Navy, the Major General Commandant of the Marine Corps, and the Commandant of the Coast Guard have been invited to attend the services in the Chamber and will occupy the seats on the floor of the Senate assigned them by the Sergeant-at-Arms.

The President and his Cabinet will meet in the President's Room.

The Supreme Court will meet in its former chambers in the Capitol.

The Diplomatic Corps, the Chief of Staff of the Army, the Chief of Naval Operations of the Navy, the Major General Commandant of the Marine Corps, and the Commandant of the Coast Guard will meet in the Senate Reception Room.

The Vice President's Room will be reserved for the members of the family of the late Secretary and the officiating clergy, whence they will be escorted to seats on the Senate floor.

Seats will be reserved for those entitled to them upon the floor, to which they will be shown by the attachés of the Senate.

TELEGRAM

The White House

Washington

19wuh 56 DL 5:22 p.m.

Fredericksburg, Va., July 10, 1939

THE PRESIDENT:

Regret so much I could not talk to you at the services in Washington this afternoon to tell you how grateful I am for all you have done and also to say that Claude loved you more than anyone I know. With heartfelt appreciation, which I hope to express to you in person soon. Gratefully yours,

Lulie Hall Swanson.

*Lulie Hall Swanson
(1)*

file
personal
46
2/36 - R. T. U. W.
Washington - D. C.

My dear Mrs. Roosevelt

It was so
dear of you to send the
telegram and the sweet
note, and then the lovely
flowers from you and
the President.

A card of acknowledgment
is being sent but I feel I
must write you and tell you
how much I love you and
the President for all of
your kindness to Claude
and to me, during the
past six years. You
deeply grieved at having
to part from my beloved
husband but all of the
honors and tributes paid
to him, have helped
to ease the pain -
I have written to the
President to thank him
for all that he has done
and want you, dear
Mrs. Roosevelt to know

of my admiration for you
and of my sincere gratitude
for your sweet words of
sympathy - With love
Ruth Swanson

PSF
Navy
Swanson

1

PSF 2136-R. St. N.W.
Navy
Swanson
file
personal
(1)

My dear Mr. President.

It is quite im-
possible for me to find words
adequate to express all of
the love & admiration
and appreciation that was
in Chandler's heart, and
mine also, for all that
you have done for him
- in these last few years.
If you could have heard

his voice & seen the
light in his eyes, when
and he spoke of you,
you would understand.

Some day, when you are not
so busy, I would like to
tell you, in person, of
his intense admiration
of "the greatest man
America has produced",
(his words) & also of
my own very great & full
appreciation of your

Kind messages and of your
participation in the funeral
services. I hope you
received the telegram I
sent you from the train,
on our way to Richmond
with Claude.

Always with deep gratitude
Faithfully Yours
Ruth Hall Swanson.

July sixteenth -

Mrs. Claude A. Swanson

The President.
The White House.

From
Mrs. Claude A. Swanson -
2136 - R. St. N. W.

2136 - R. St. N. W.

Mr. P. J. ...
is president.
is quite in-
press first hand
elimination of
that was

*PSF
Navy*

RESTRICTED



U. S. NAVAL SHIPBUILDING PROGRAM

Franklin D. Roosevelt Library
DECLASSIFIED
DOD DIR. 5200.9 (9/27/58)

Date- *3-11-59*

Signature- *Carl L. Spicer*

REPRODUCTION OF THIS MATERIAL IN ANY FORM
IS NOT AUTHORIZED EXCEPT BY SPECIFIC APPROVAL
OF THE SECRETARY OF THE NAVY.

JANUARY 1, 1942
BUREAU OF SHIPS
NAVY DEPARTMENT
WASHINGTON, D.C.

RESTRICTED

U. S. NAVAL SHIPBUILDING PROGRAM

**STATISTICAL SUMMARY OF PROGRESS
JANUARY 1, 1942**

(CORRECTED TO JANUARY 10, 1942)

**SHIPBUILDING DIVISION
BUREAU OF SHIPS
NAVY DEPARTMENT**

TABLE OF CONTENTS

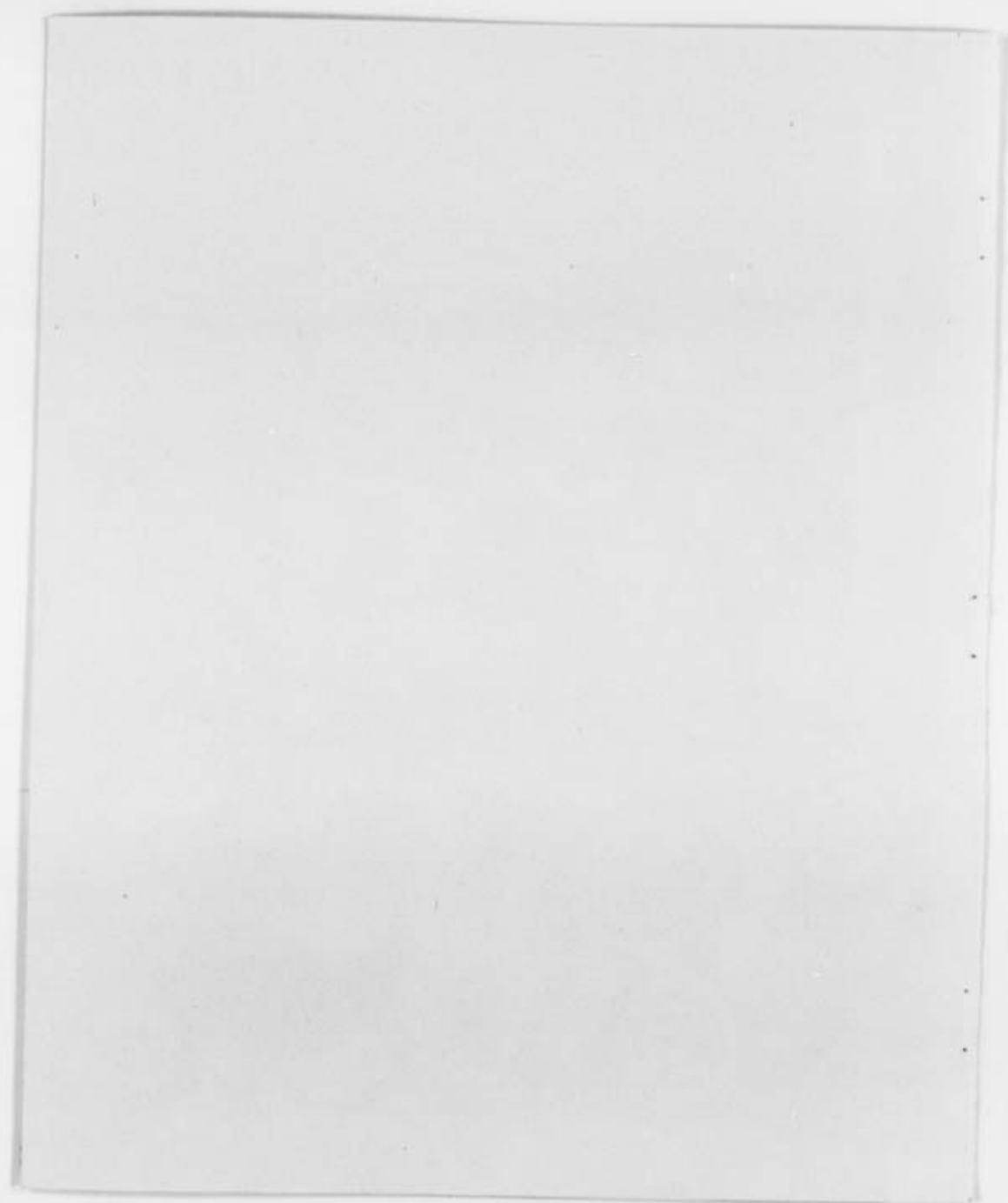
- PART I - - GENERAL**
- PART II - - COMBATANT VESSELS**
- PART III - - AUXILIARY VESSELS**
- PART IV - - MINE CRAFT**
- PART V - - PATROL CRAFT**
- PART VI - - DEFENSE-AID VESSELS**
- PART VII - - SHIP BUILDING AND
SHIP REPAIR FACILITIES**

PART I

GENERAL

Note: This publication depicts the progress made with the current naval building program which can be considered as having started on 12 June 1940. This date is chosen because on it the first contracts, under authorizations enacted since the beginning of the European war, were awarded. The following presentation covers only vessels built under original designs as naval vessels. It does not cover vessels originally built for non-naval purposes which have been acquired, nor does it include small boats.





VESSELS AWARDED FOR CONSTRUCTION

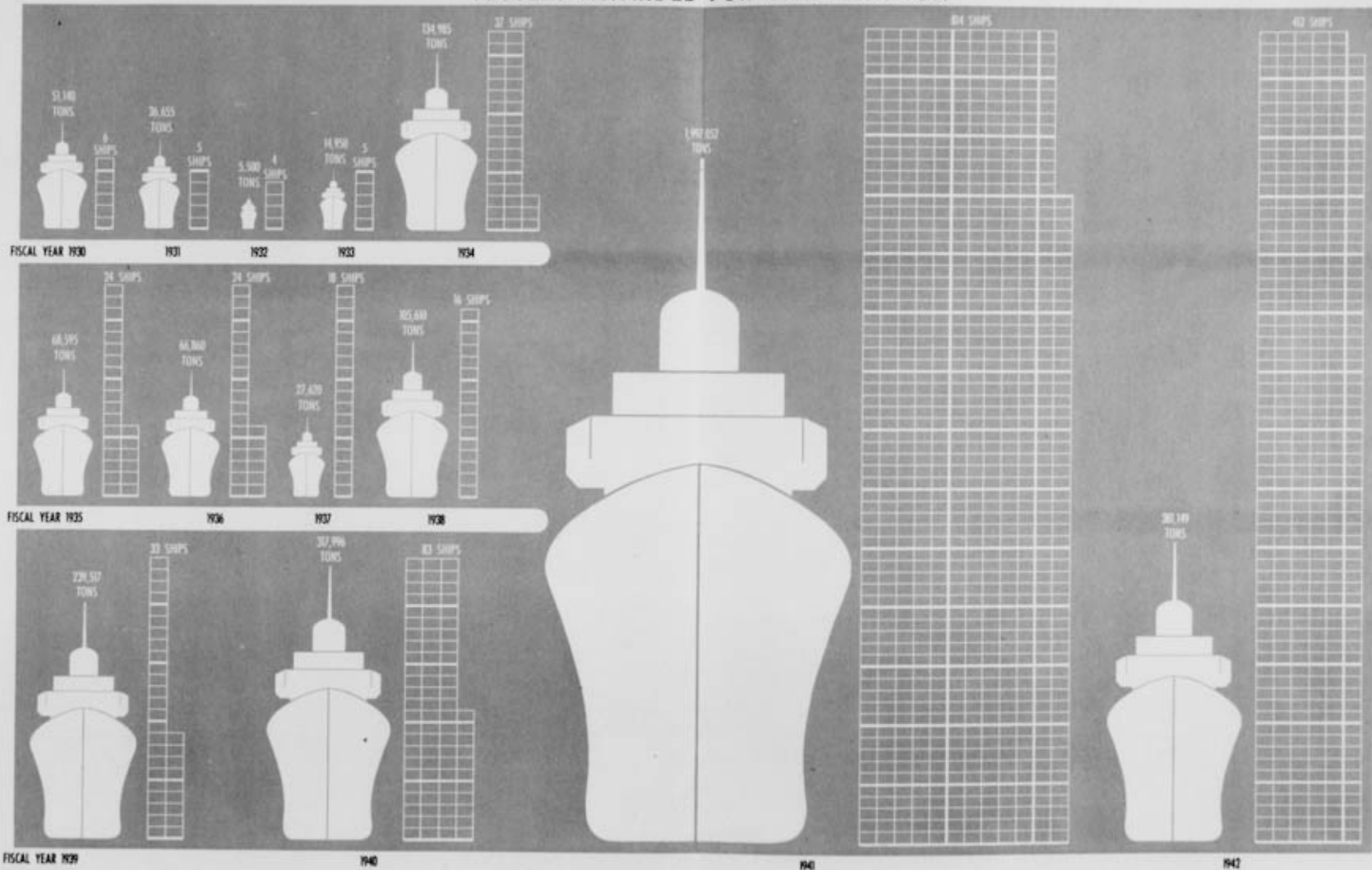
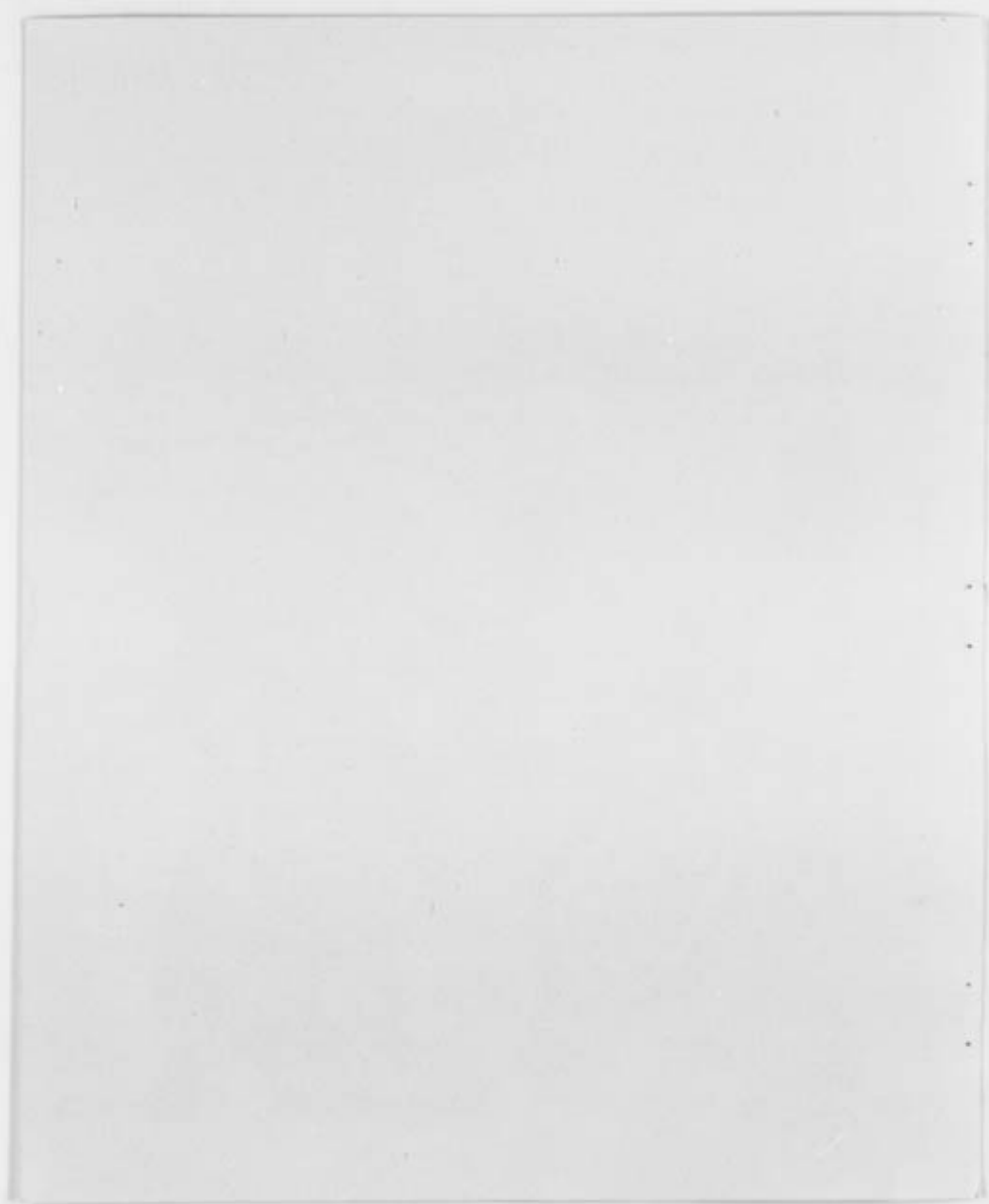


CHART 1-1

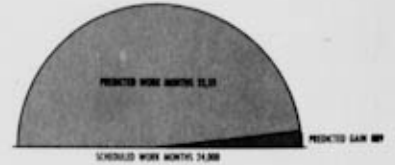
VESSELS AWARDED FOR CONSTRUCTION



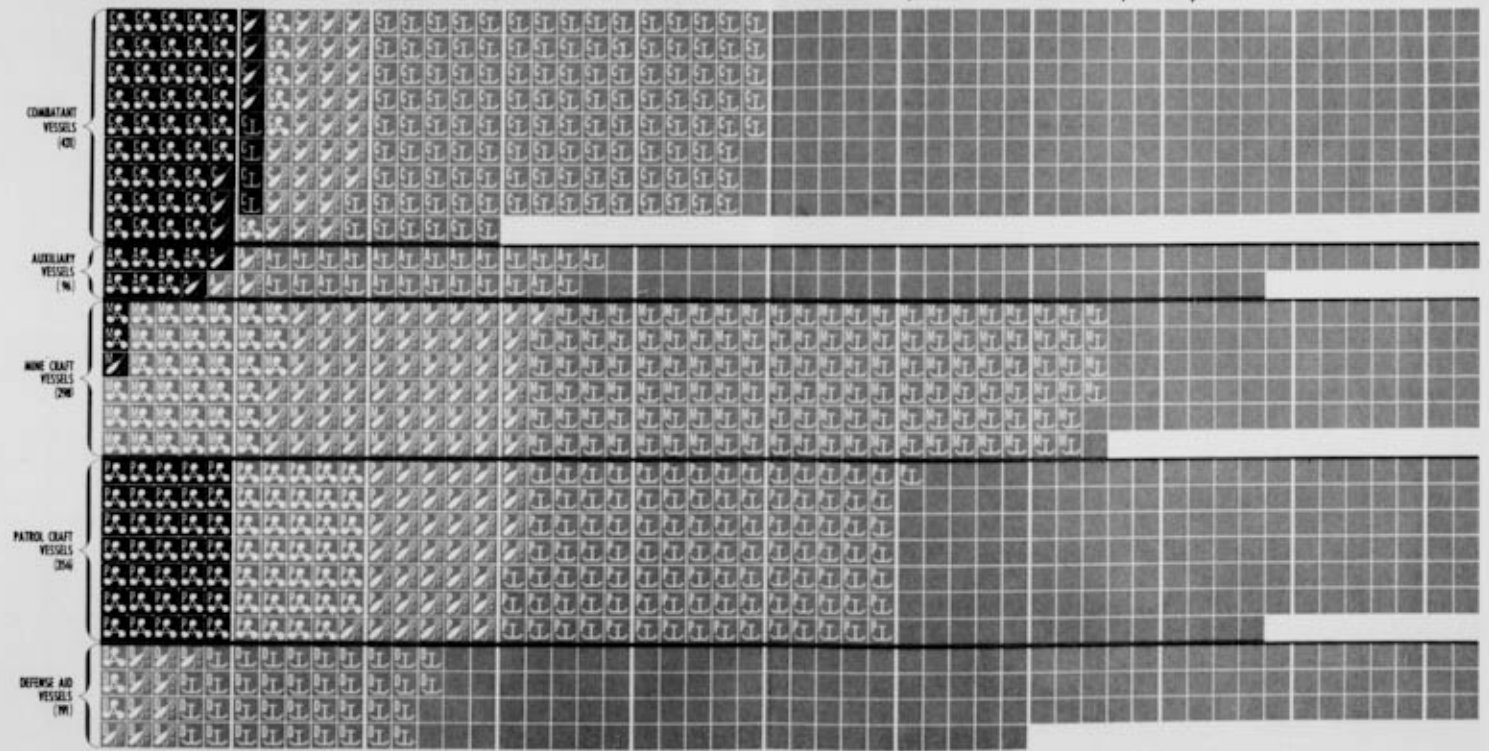
GENERAL PROGRESS



- ORIGINAL SCHEDULED WORK MONTHS
- PREDICTED WORK MONTHS
- PREDICTED GAIN FOR PROGRAM



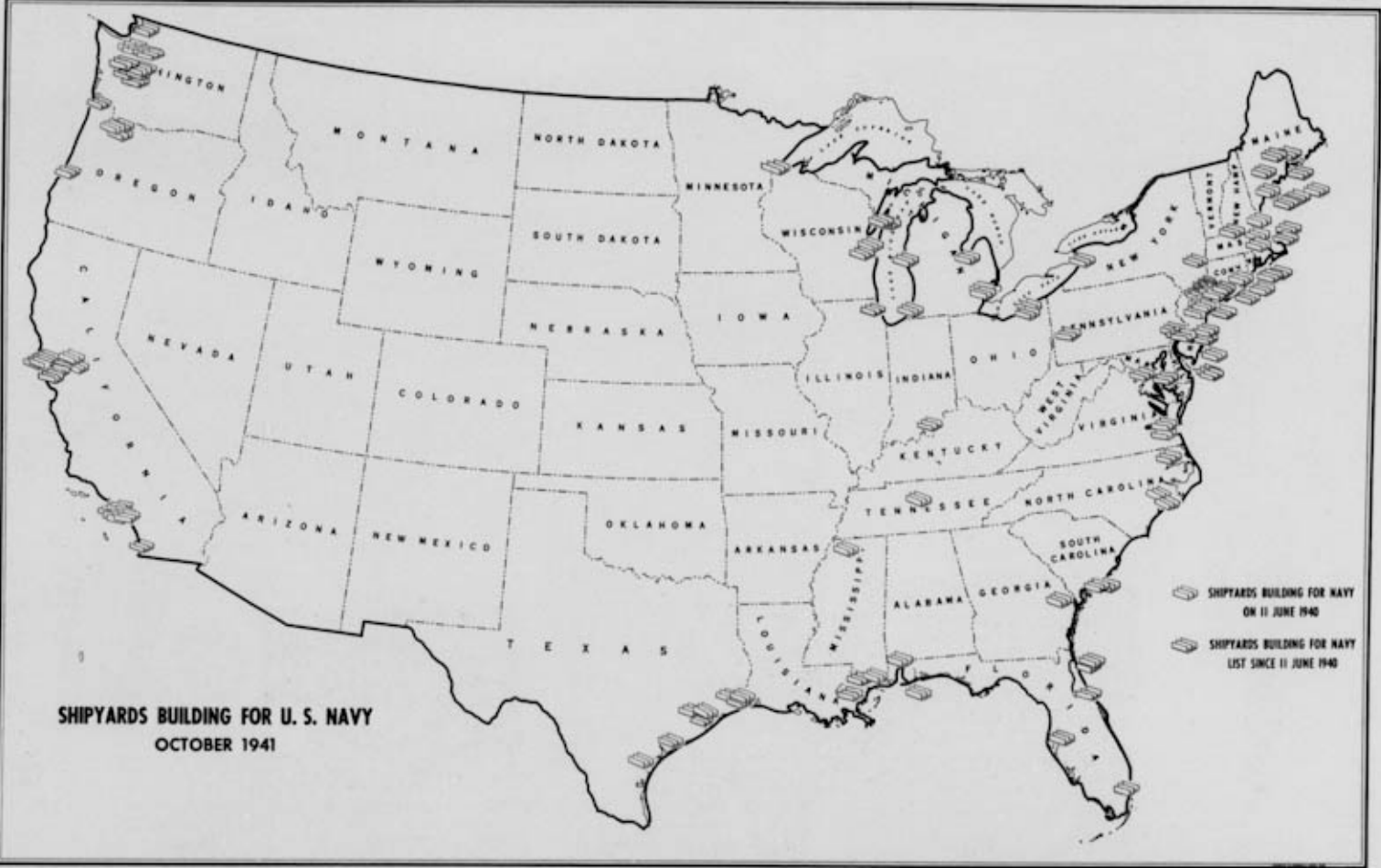
STATUS OF CONSTRUCTION INDIVIDUAL VESSELS (AS OF JANUARY 1, 1942)



- EACH SQUARE REPRESENTS ONE VESSEL
- BUILDING JUNE 11, 1940 - TOTAL (101)
- COMBATANT VESSELS AWARDED AFTER JUNE 11, 1940 - (37)
- AUXILIARY VESSELS AWARDED AFTER JUNE 11, 1940 - (47)
- MINE CRAFT VESSELS AWARDED AFTER JUNE 11, 1940 - (75)
- PATROL CRAFT VESSELS AWARDED AFTER JUNE 11, 1940 - (32)
- DEFENSE AID VESSELS AWARDED AFTER JUNE 11, 1940 - (18)
- KEELS LAID (40)
- LAUNCHED (34)
- COMPLETED (40)

CHART 2-I

**GENERAL PROGRESS
STATUS OF CONSTRUCTION**



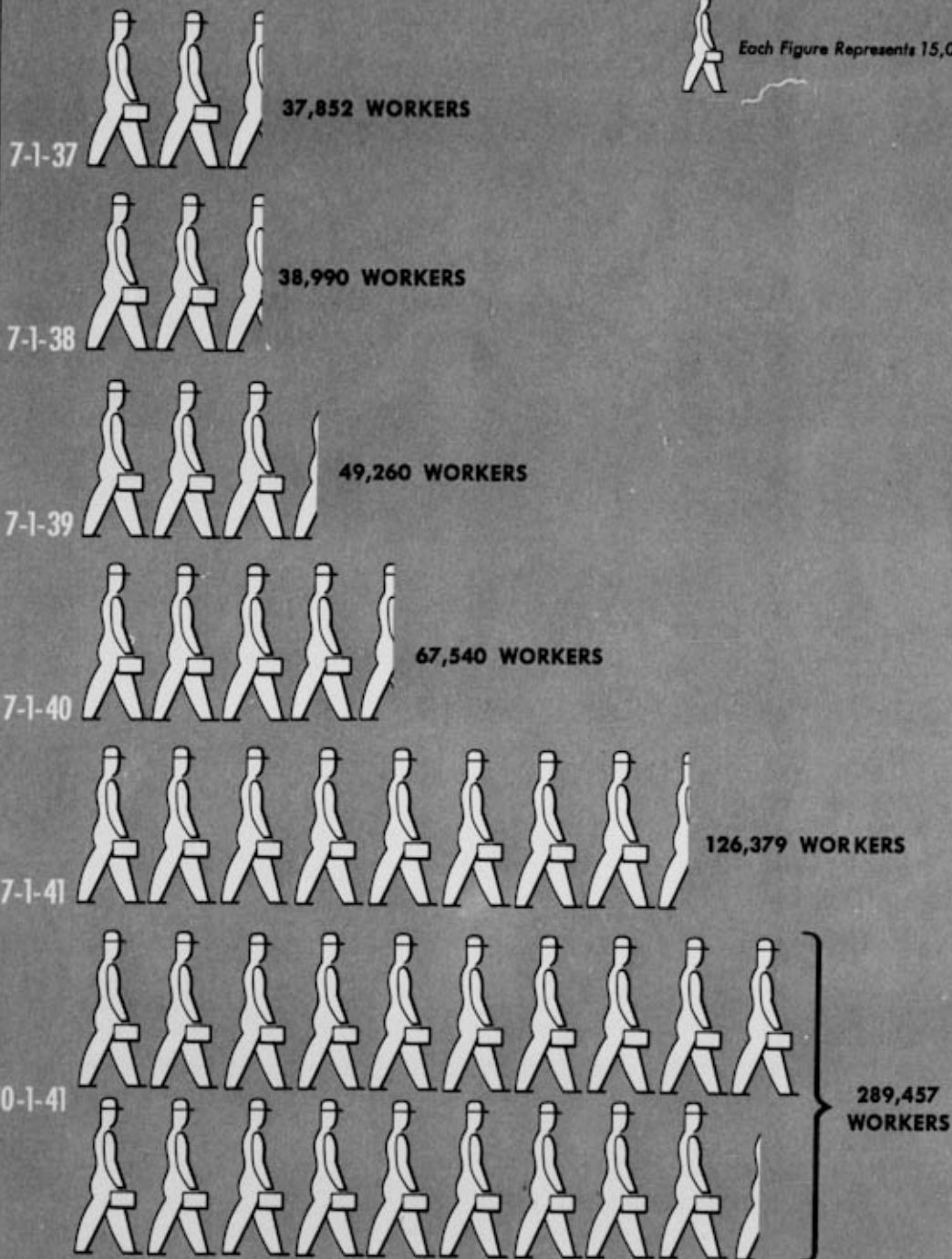
Map available in U. S. Geological Survey Bulletin 1000, 1941, and in the Survey of the United States.

SHIPBUILDING EMPLOYMENT

U. S. NAVAL SHIPBUILDING PROGRAM
NAVY AND PRIVATE SHIPYARDS



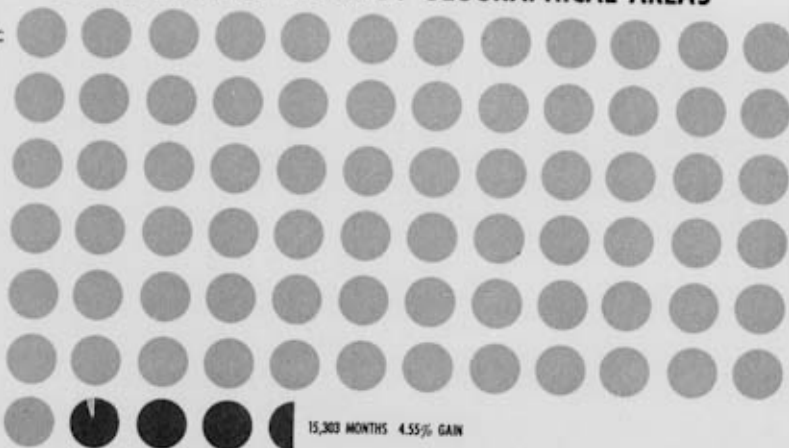
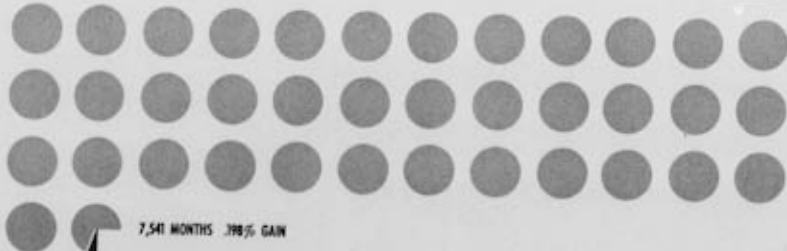
Each Figure Represents 15,000 Workers



DATA AS OF JULY 1, EACH YEAR EXCEPT 1942

CHART 4-1

DISTRIBUTION OF WORK BY GEOGRAPHICAL AREAS

NORTH
ATLANTIC
AREASOUTH
ATLANTIC
AREAGULF
AREAGREAT
LAKES
AREAPACIFIC
AREA

● EACH CIRCLE REPRESENTS
200 WORK MONTHS

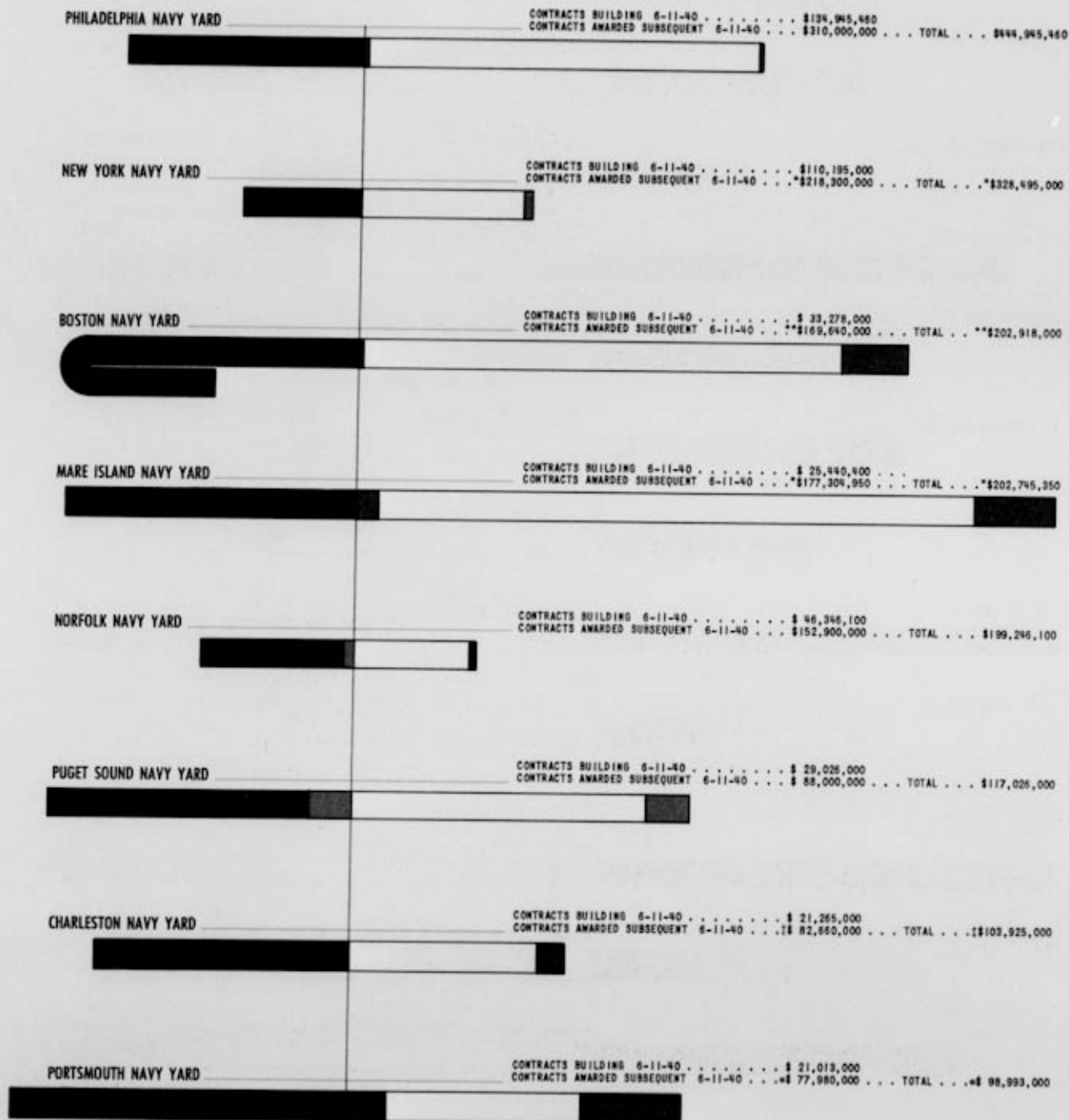
● WORK MONTHS AHEAD — PERCENT

● WORK MONTHS BEHIND — PERCENT

Scheduled months represent number of months between date of respective contract and contract date of completion. Months gained or lost represents gain or loss as compared to original contract date of completion.

Performance and Contracts by NAVY YARDS

CHART 7 PART 1-1



*DOES NOT INCLUDE CV20
 **DOES NOT INCLUDE DD662-664
 *DOES NOT INCLUDE SSS04-307
 *DOES NOT INCLUDE DD649
 *DOES NOT INCLUDE SS285-291

JAN. 1, 1942

CHART 7 PART 2-1

Performance and Contracts by PRIVATE YARDS

\$100,000,000 AND OVER

NEW YORK S.B. CORP.	CONTRACTS BUILDING 6-11-40 \$135,465,452 CONTRACTS AWARDED SUBSEQUENT 6-11-40 . . . \$499,094,700 . . . TOTAL . . . \$634,560,152
BETHLEHEM STEEL CO. FORE RIVER	CONTRACTS BUILDING 6-11-40 \$ 83,870,000 CONTRACTS AWARDED SUBSEQUENT 6-11-40 . . . \$527,444,000 . . . TOTAL . . . \$611,314,000
NEWPORT NEWS S.B. & D.D.	CONTRACTS BUILDING 6-11-40 \$ 81,240,000 CONTRACTS AWARDED SUBSEQUENT 6-11-40 . . . *\$409,828,000 . . . TOTAL . . . *\$491,068,000
FEDERAL S.B. & D.D. CO.	CONTRACTS BUILDING 6-11-40 \$ 44,406,000 CONTRACTS AWARDED SUBSEQUENT 6-11-40 . . . **\$275,069,830 . . . TOTAL . . . **\$319,475,830
BETHLEHEM STEEL CO. UNION PLANT	CONTRACTS AWARDED SUBSEQUENT 6-11-40 . . . \$239,917,000 . . . TOTAL . . . \$239,917,000
BATH IRON WORKS	CONTRACTS BUILDING 6-11-40 \$ 29,125,000 CONTRACTS AWARDED SUBSEQUENT 6-11-40 . . . \$166,496,200 . . . TOTAL . . . \$195,621,200
SEATTLE TACOMA S.B. CO.	CONTRACTS AWARDED SUBSEQUENT 6-11-40 . . . \$180,466,690 . . . TOTAL . . . \$180,466,690
E. B. CO., GROTON	CONTRACTS BUILDING 6-11-40 \$ 17,742,000 CONTRACTS AWARDED SUBSEQUENT 6-11-40 . . . \$114,231,000 . . . TOTAL . . . \$132,073,000
CRAMP SHIPBUILDING CO.	CONTRACTS AWARDED SUBSEQUENT 6-11-40 . . . \$120,430,590 . . . TOTAL . . . \$120,430,590

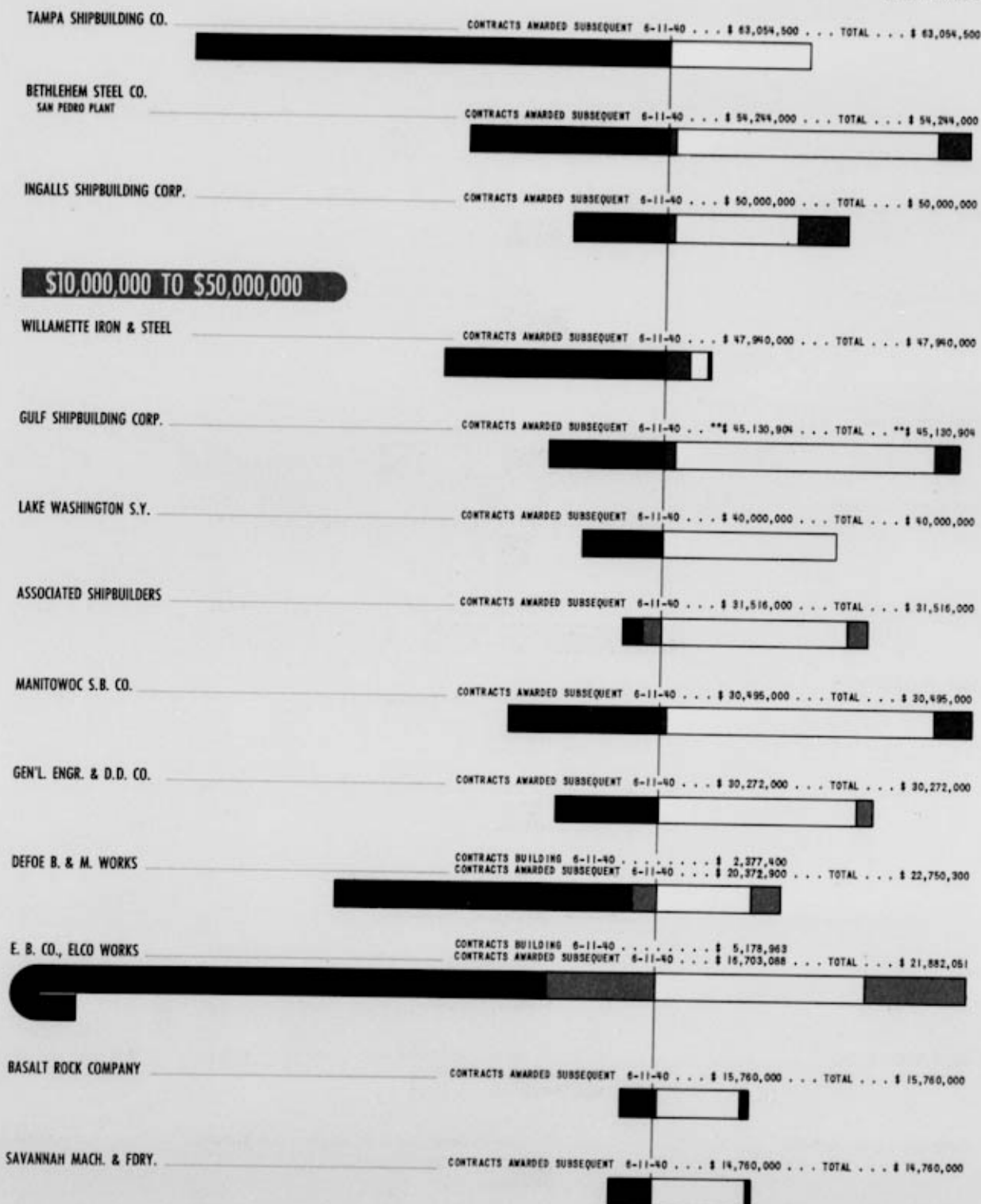
\$50,000,000 TO \$100,000,000

CONSOLIDATED STEEL CORP. (ORANGE)	CONTRACTS AWARDED SUBSEQUENT 6-11-40 . . . \$ 87,780,912 . . . TOTAL . . . \$ 87,780,912
LOS ANGELES S.B. & D.D.	CONTRACTS AWARDED SUBSEQUENT 6-11-40 . . . \$ 83,406,500 . . . TOTAL . . . \$ 83,406,500
BETHLEHEM STEEL CO. STATEN ISLAND	CONTRACTS AWARDED SUBSEQUENT 6-11-40 . . . *\$ 81,902,000 . . . TOTAL . . . *\$ 81,902,000
MOORE DRY DOCK CO.	CONTRACTS AWARDED SUBSEQUENT 6-11-40 . . . \$ 63,425,000 . . . TOTAL . . . \$ 63,425,000

*DOES NOT INCLUDE CL101-102 & CV21
**DOES NOT INCLUDE DD650-661
†DOES NOT INCLUDE DD650-653
‡DOES NOT INCLUDE SS292-303
§DOES NOT INCLUDE DD657-658

50,000,000 TO 100,000,000 CONTINUED

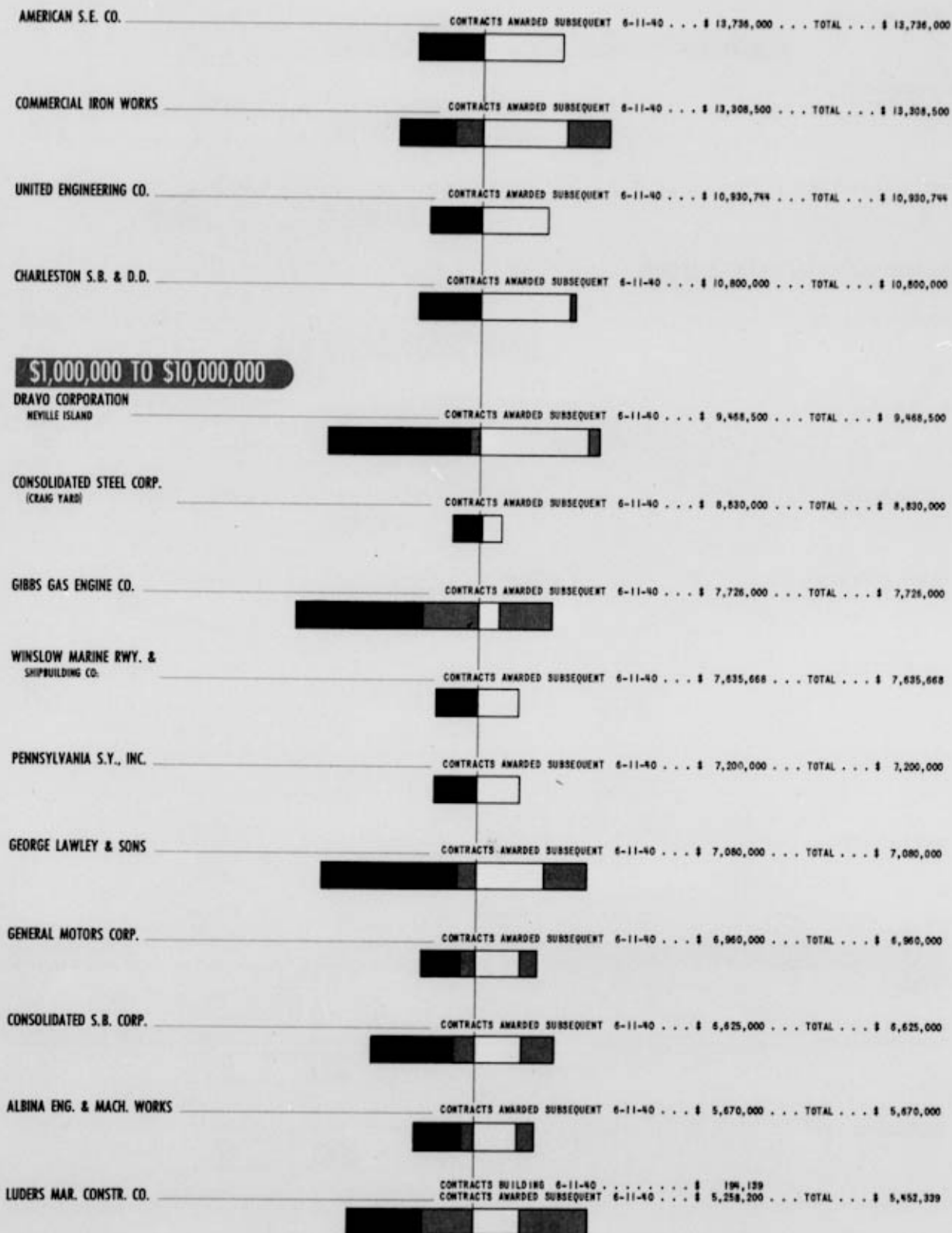
CHART 7 PART 3-1



**DOES NOT INCLUDE 00654-656

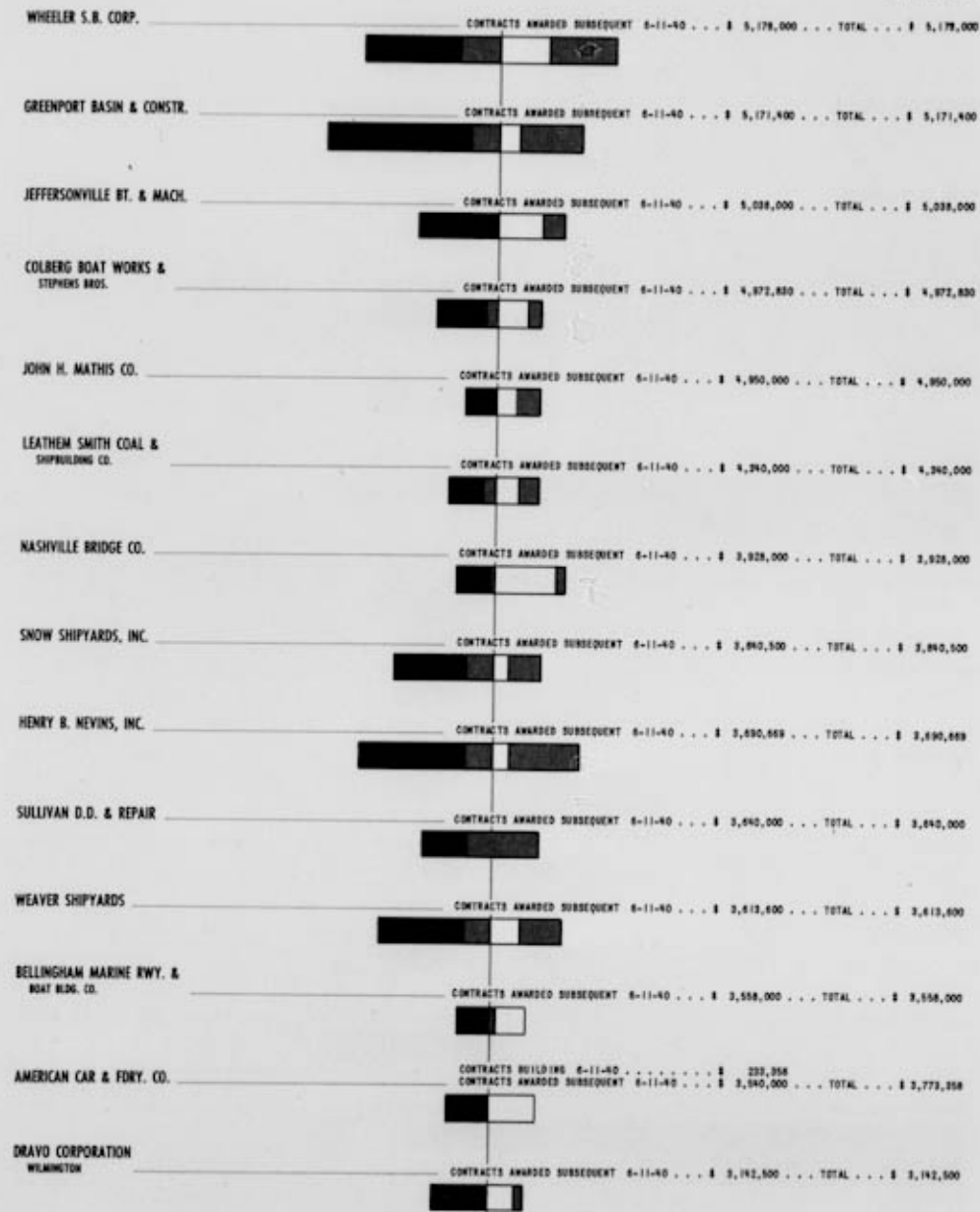
JAN. 1, 1942

10,000,000 TO 50,000,000 CONTINUED



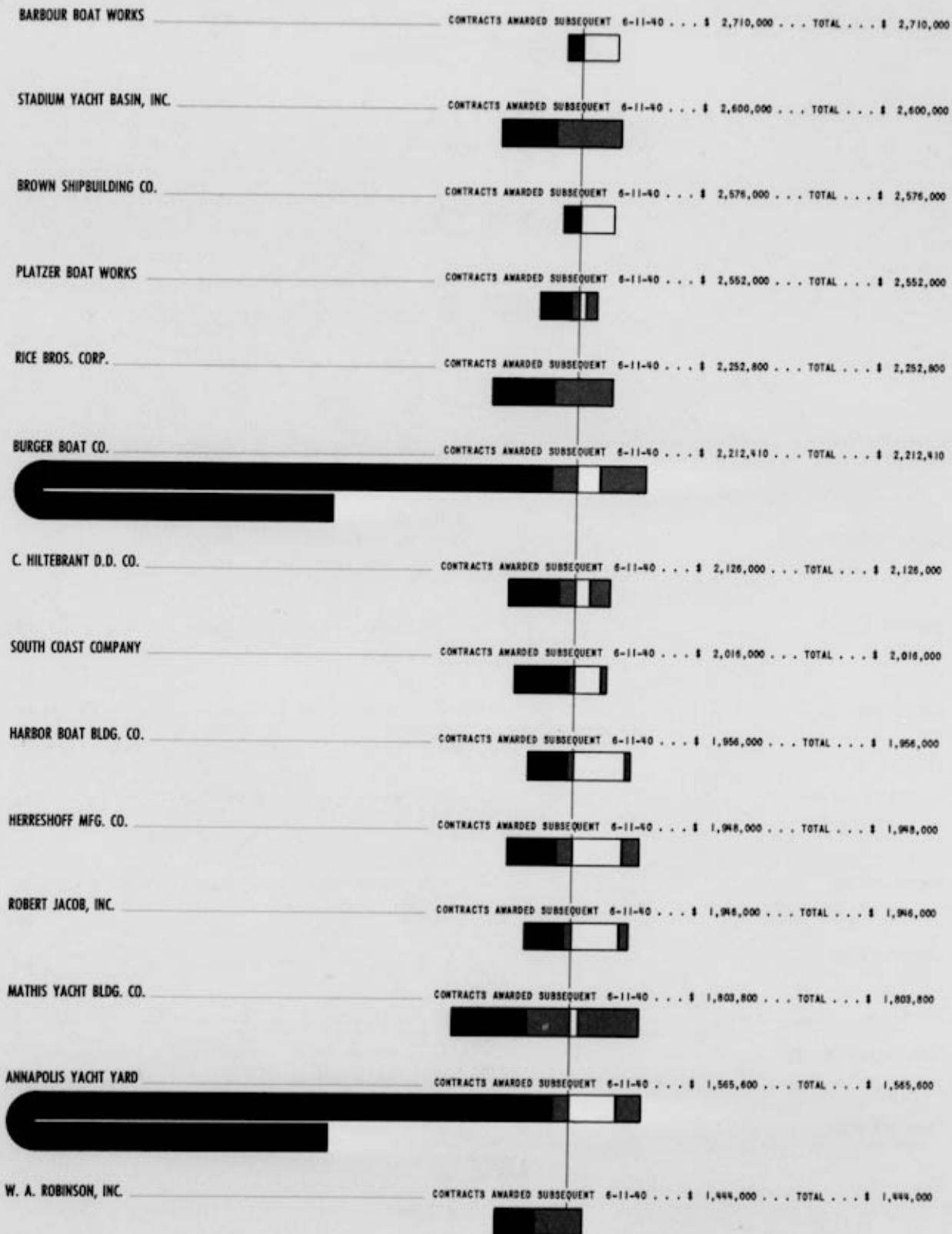
1,000,000 TO 10,000,000 CONTINUED

CHART 7 PART 5-1



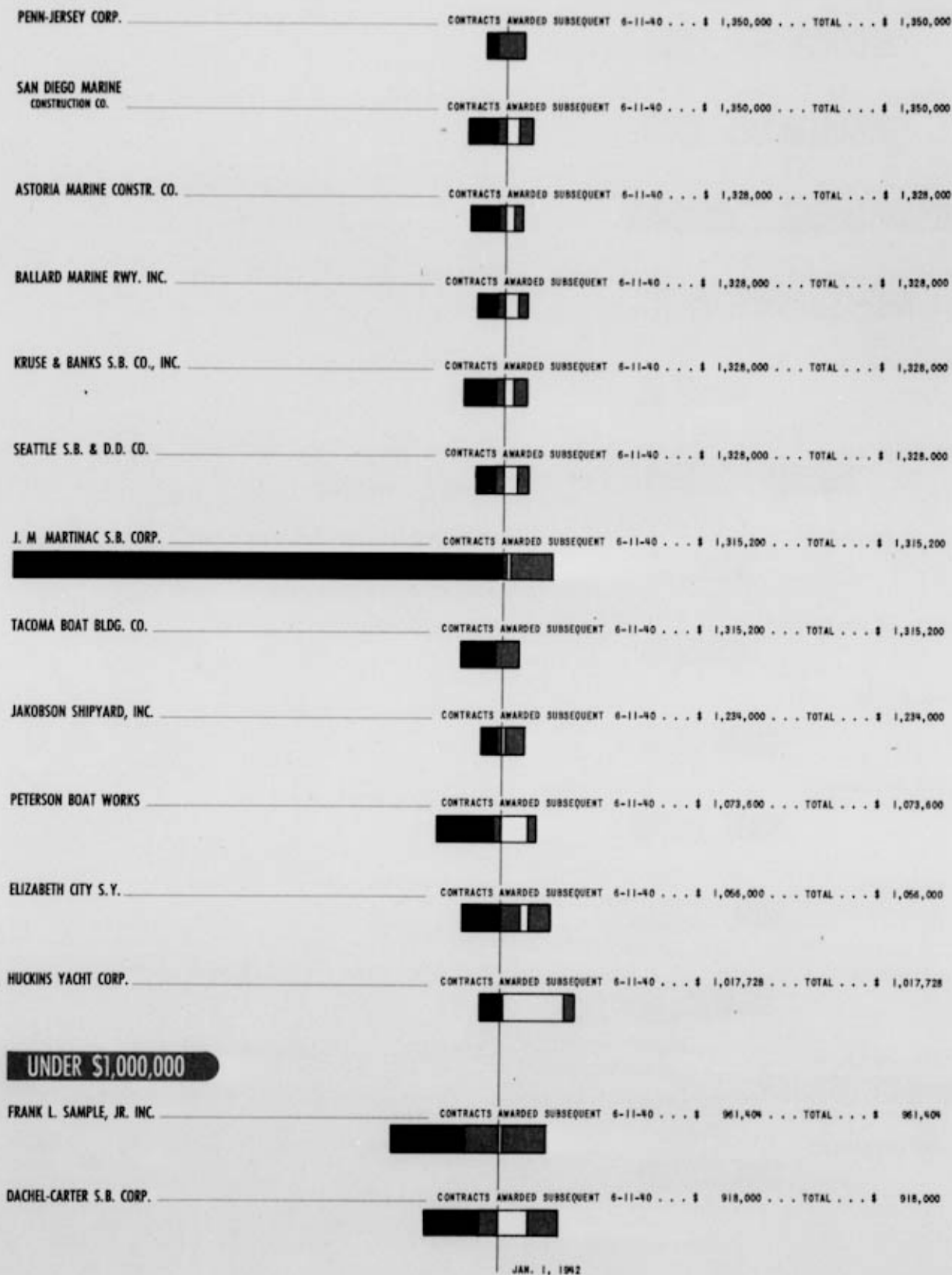
JAN. 1, 1942

1,000,000 TO 10,000,000 CONTINUED



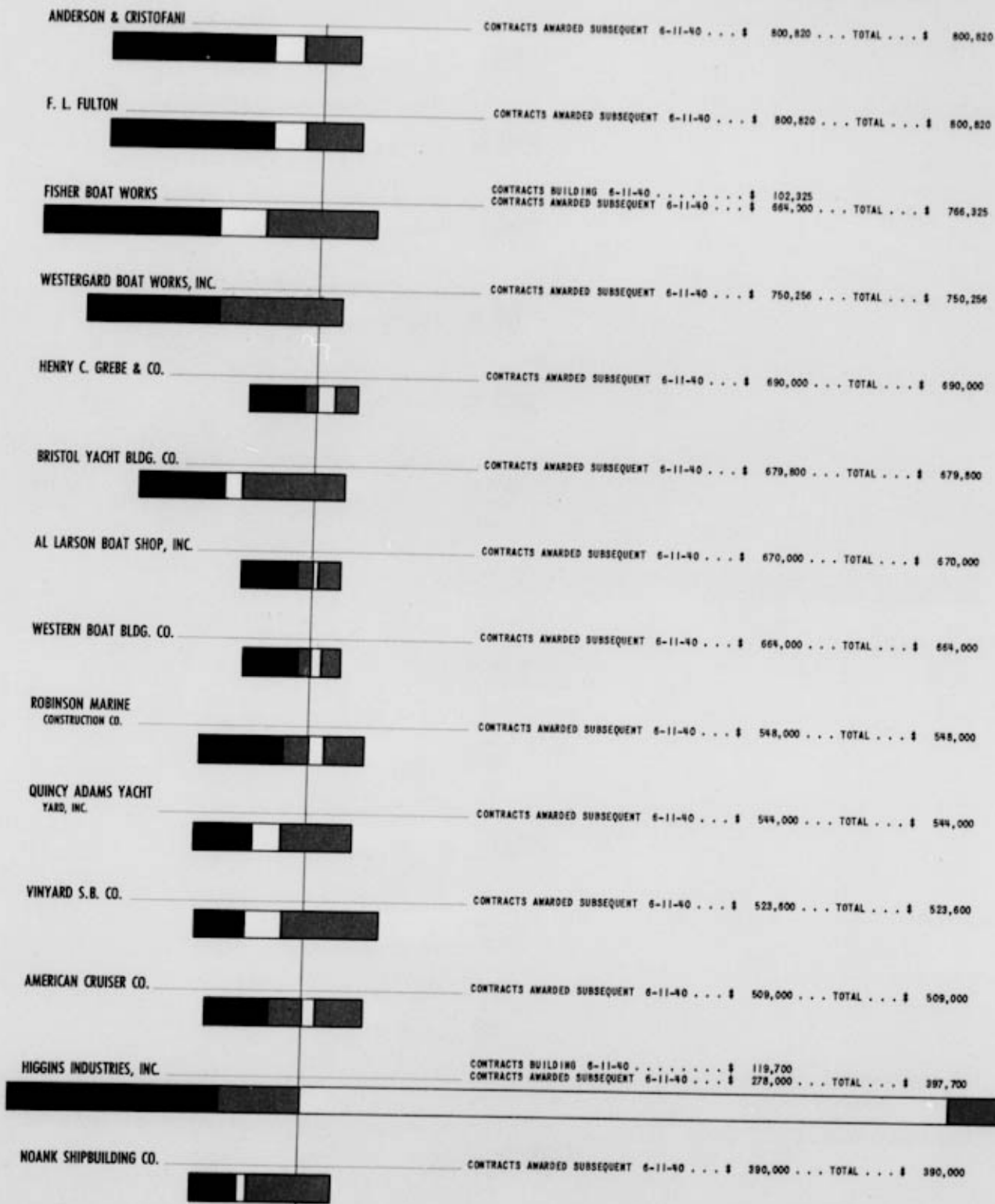
1,000,000 TO 10,000,000 CONTINUED

CHART 7 PART 7-1



JAN. 1, 1942

UNDER 1,000,000 CONTINUED



JAN. 1, 1942

UNDER 1,000,000 CONTINUED

CHART 7 PART 9-I



JAN. 1, 1942



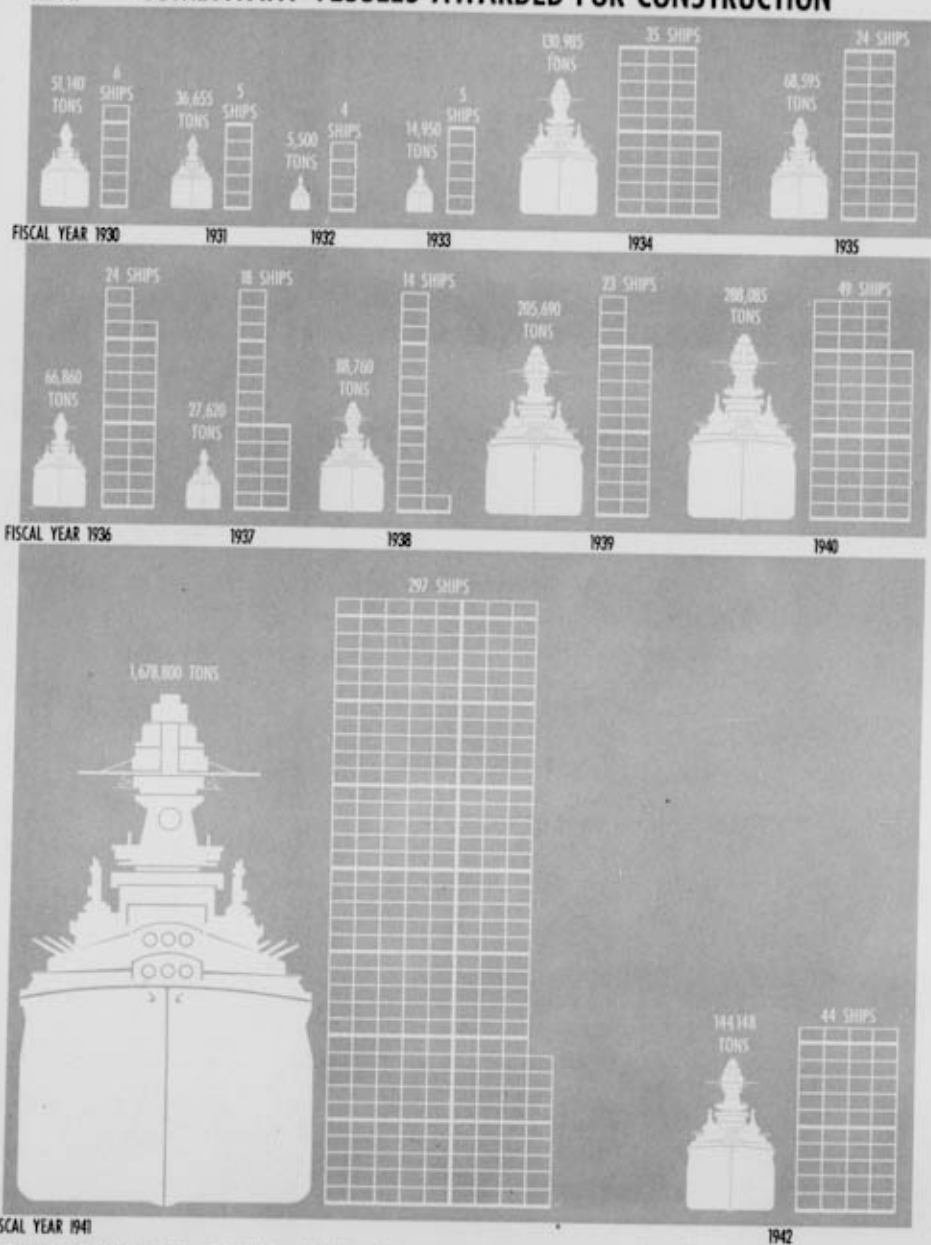
PART II

COMBATANT VESSELS

- BATTLESHIPS
- AIRCRAFT CARRIERS
- LARGE CRUISERS
- HEAVY CRUISERS
- LIGHT CRUISERS
- DESTROYERS
- SUBMARINES

COMBATANT VESSELS AWARDED FOR CONSTRUCTION

CHART 1-32



FISCAL YEAR 1941

1942

SCALED FOR COMBATANT VESSELS ONLY . . . not comparable to scale for other types of ships

COMBATANT VESSELS SHOWING PERCENTAGE OF COMPLETION

CHART 7-11

EACH FIGURE REPRESENTS ONE VESSEL

COMPLETED SINCE JUNE 11, 1940		99-75%	75-50%	50-25%	25-5%		5-0%	
BATTLESHIPS	2							
AIRCRAFT CARRIERS	1							
LARGE CRUISERS	0							
HEAVY CRUISERS	0							
LIGHT CRUISERS	1							
DESTROYERS	22							
SUBMARINES	15							

STATISTICAL SUMMARY OF BATTLESHIPS

SHIPBUILDING SCHEDULE - VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

VESSELS	COMPLETED		ON ORDER JAN. 10 1942	OVER DUE	PREDICTED COMPLETION DATES			
	11 JUNE 1940 JUNE 1941	JULY- JAN. 10 1942			JAN.-JUNE 1942	JULY-DEC. 1942	1943	AFTER 1943
Battleships	0	2	15	0	2	2	2	9

PERCENT OF COMPLETION - VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

TYPE	SHIPS ON ORDER	DISTRIBUTION OF SHIPS BY PERCENT OF COMPLETION				
		0-5%	5-25%	25-50%	50-75%	75-99%
Battleships	15	7	2	2	2	2

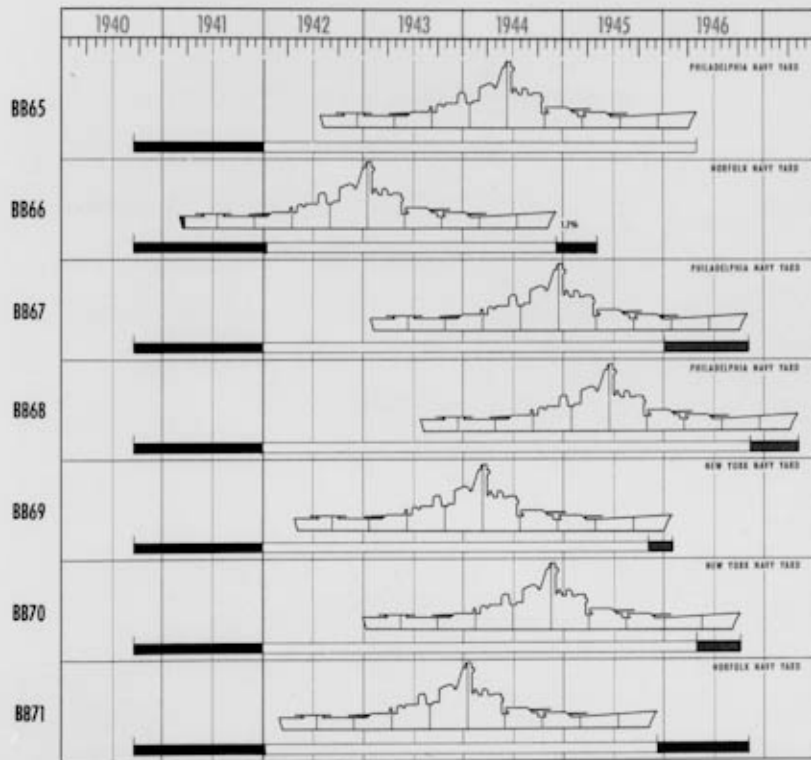
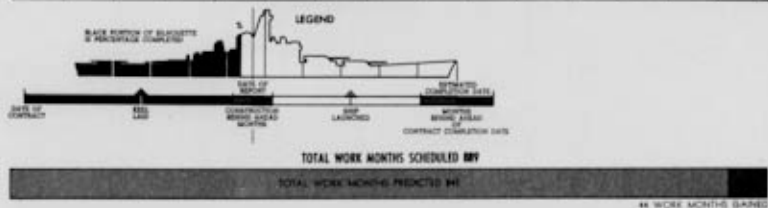
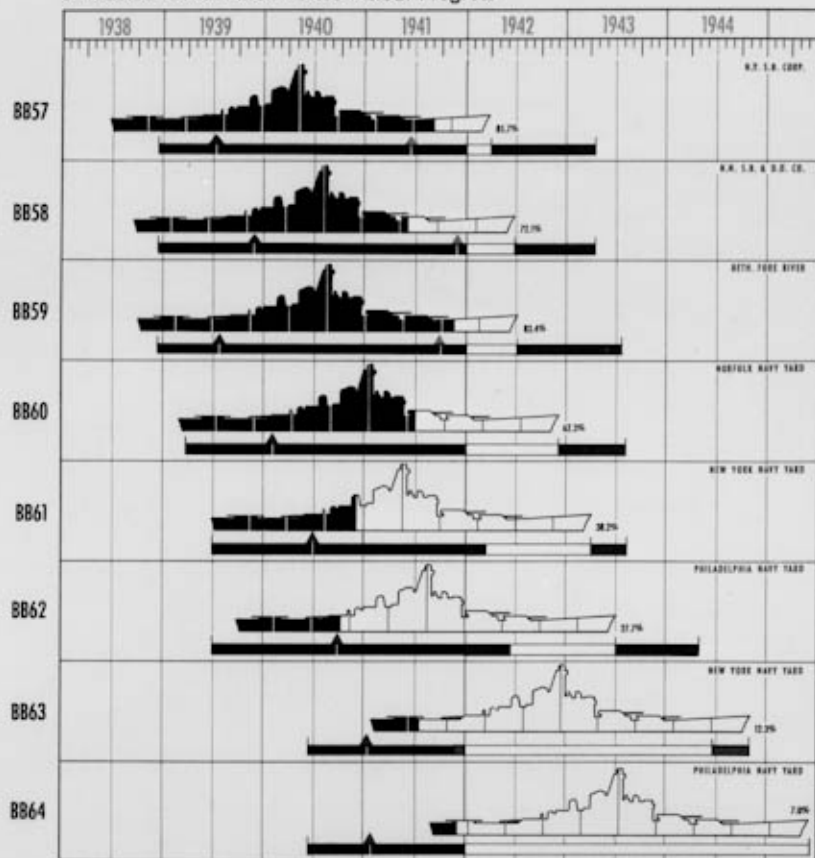
VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

VESSELS	DATE OF CONTRACT	ESTIMATED COST THOUSANDS OF DOLLARS		KEEL LAID	LAUNCHED	COMPLETION DATE	
		HULL AND MACHINERY C & M	ORDNANCE AND ARMOR AA & A			ORIGINAL CONTRACT	PRESENT PREDICTED
NORTH ATLANTIC							
Bethlehem Steel Co., Fore River Plant, Quincy, Mass.							
BB59 - MASSACHUSETTS	12/15/38	65,902	23,000	7/20/39	9/23/41	7/15/43	7/1/42
New York S. B. Corp., Camden, N.J.							
BB57 - SOUTH DAKOTA	12/15/38	62,998	23,000	7/5/39	6/7/41	4/15/43	4/1/42
Navy Yard, New York New York, N.Y.							
BB61 - IOWA	7/1/39	66,142	27,000	6/27/40	9/ /42*	8/1/43	4/1/43
BB63 - MISSOURI	6/12/40	83,938	30,000	1/6/41	12/1/43*	6/12/44	11/1/44
BB69 - MAINE	9/9/40	100,000	41,000	12/1/42*	1/1/45*	11/1/45	2/1/46
BB70 - NEW HAMPSHIRE	9/9/40	100,000	41,000	3/1/43*	7/1/45*	5/1/46	10/1/46
Navy Yard, Philadelphia Philadelphia, Pa.							
BB62 - NEW JERSEY	7/1/39	70,553	27,000	9/16/40	12/1/42*	5/1/44	7/1/43
BB64 - WISCONSIN	6/12/40	70,533	30,000	1/25/41	3/1/44*	6/12/45	6/12/45
BB65 - ILLINOIS	9/9/40	70,533	32,000	4/1/43*	4/1/45*	5/1/46	5/1/46
BB67 - MONTANA	9/9/40	100,000	41,000	11/1/44*	6/1/45*	1/1/46	11/1/46
BB68 - OHIO	9/9/40	100,000	41,000	5/1/43*	12/1/45*	11/1/46	5/1/47
SOUTH ATLANTIC							
Newport News S. B. & D. D. Co., Newport News, Va.							
BB58 - INDIANA	12/15/38	62,350	24,000	11/20/39	11/21/41	4/15/43	6/18/42
Navy Yard, Norfolk, Portsmouth, Va.							
BB60 - ALABAMA	4/1/39	51,485	23,000	2/1/40	2/16/42*	8/1/43	12/1/42
BB68 - KENTUCKY	9/9/40	65,750	32,000	3/15/42*	7/15/43*	5/1/45	12/1/44
BB71 - LOUISIANA	9/9/40	100,000	41,000	6/1/42*	7/1/44*	11/1/46	12/1/45
Total		1,150,184	476,000				

* ESTIMATED DATES

PROGRESS OF BATTLESHIP CONSTRUCTION

Scheduled Construction versus Actual Progress



BATTLESHIPS



COMPLETED JUNE 11, 1940 TO JANUARY 10, 1942

Name and Number	Builder	Date
BB55 NORTH CAROLINA	New York Navy Yard	7/31/41
BB56 WASHINGTON	Philadelphia Navy Yard	7/31/41

STATISTICAL SUMMARY OF AIRCRAFT CARRIERS

SHIPBUILDING SCHEDULE - VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

VESSELS	COMPLETED		ON ORDER JAN. 10 1942	OVER DUE	PREDICTED COMPLETION DATES			
	11 JUNE 1940 JUNE 1941	JULY- JAN. 10 1942			JAN.-JUNE 1942	JULY-DEC. 1942	1943	AFTER 1943
Aircraft Carriers	0	1	14	0	0	2	8	4

PERCENT OF COMPLETION - VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

TYPE	SHIPS ON ORDER	DISTRIBUTION OF SHIPS BY PERCENT OF COMPLETION				
		0-5%	5-25%	25-50%	50-75%	75-99%
Aircraft Carriers	14	8	5	1	0	0

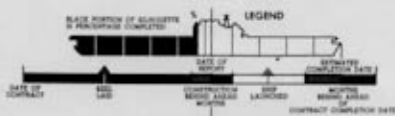
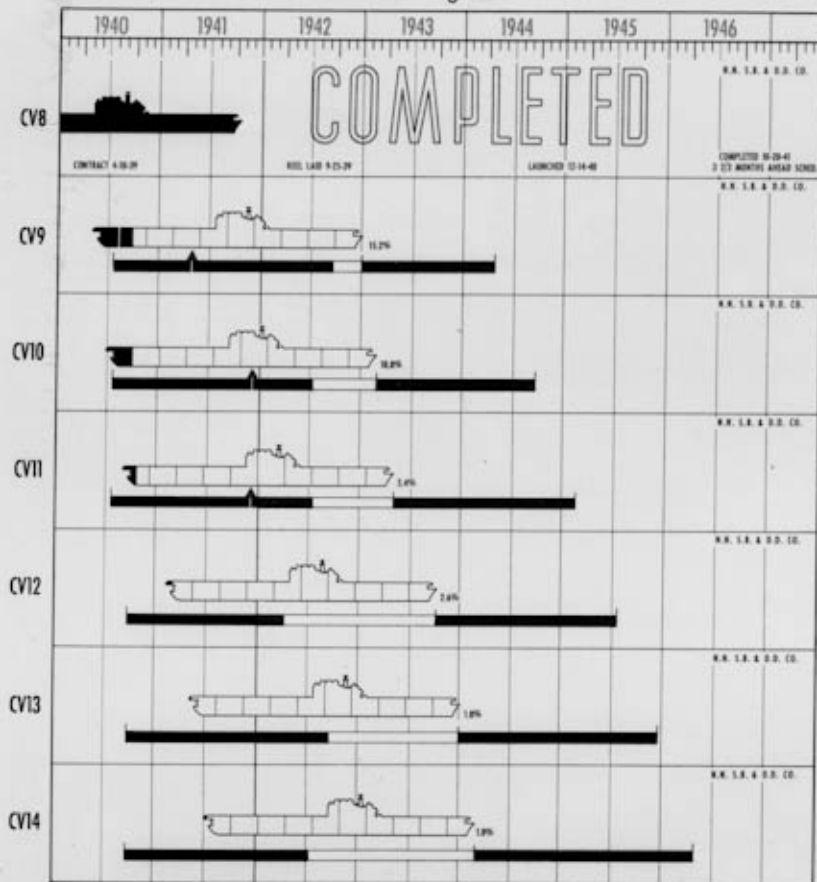
VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

VESSELS	DATE OF CONTRACT	ESTIMATED COST THOUSANDS OF DOLLARS		KEEL LAID	LAUNCHED	COMPLETION DATE	
		HULL AND MACHINERY C & M	ORDNANCE AND ARMOR AA & A			ORIGINAL CONTRACT	PRESENT PREDICTED
NORTH ATLANTIC							
Bethlehem Steel Co. Fore River Plant Quincy, Mass.							
CV16 - CABOT	9/ 9/40	58,070	14,000	7/15/41	10/ 1/42*	5/15/44	1/31/43
CV17 - BUNKER HILL	9/ 9/40	58,070	14,000	9/15/41	12/ 1/42*	8/15/44	3/31/43
CV18 - ORISKANY	9/ 9/40	58,070	14,000			2/15/46	6/30/43
CV19 - TICONDEROGA	9/ 9/40					4/15/46	8/31/43
New York Shipbuilding Corp. Camden, N. J.							
CV22 (Formerly CL59 AMSTERDAM)	7/ 1/40	22,616	11,000	5/ 1/41		11/16/43	12/ /42
Navy Yard, New York New York, N. Y.							
CV20	12/15/41						12/ 1/44
SOUTH ATLANTIC							
Newport News Shipbuilding & Dry Dock Co. Newport News, Va.							
CV9 - ESSEX	7/ 3/40	56,354	17,500	4/28/41	8/ 1/42*	4/15/44	12/31/42
CV10 - BON HOMME RICHARD	7/ 3/40	56,354	17,500	12/ 1/41	11/14/42*	9/15/44	2/28/43
CV11 - INTREPID	7/ 3/40	56,354	17,500	12/ 1/41	1/16/43*	2/15/45	4/30/43
CV12 - KEARSARGE	9/ 9/40	55,369	17,500			7/15/45	9/30/43
CV13 - FRANKLIN	9/ 9/40	53,830	14,000			12/15/45	12/31/43
CV14 - HANCOCK	9/ 9/40	53,830	14,000			4/15/46	2/28/44
CV15 - RANDOLPH	9/ 9/40	53,830	14,000			8/15/46	4/30/44
CV21	12/15/41						6/ 1/45
Total		582,747	165,000				

* Estimated Dates.

PROGRESS OF AIRCRAFT CARRIER CONSTRUCTION

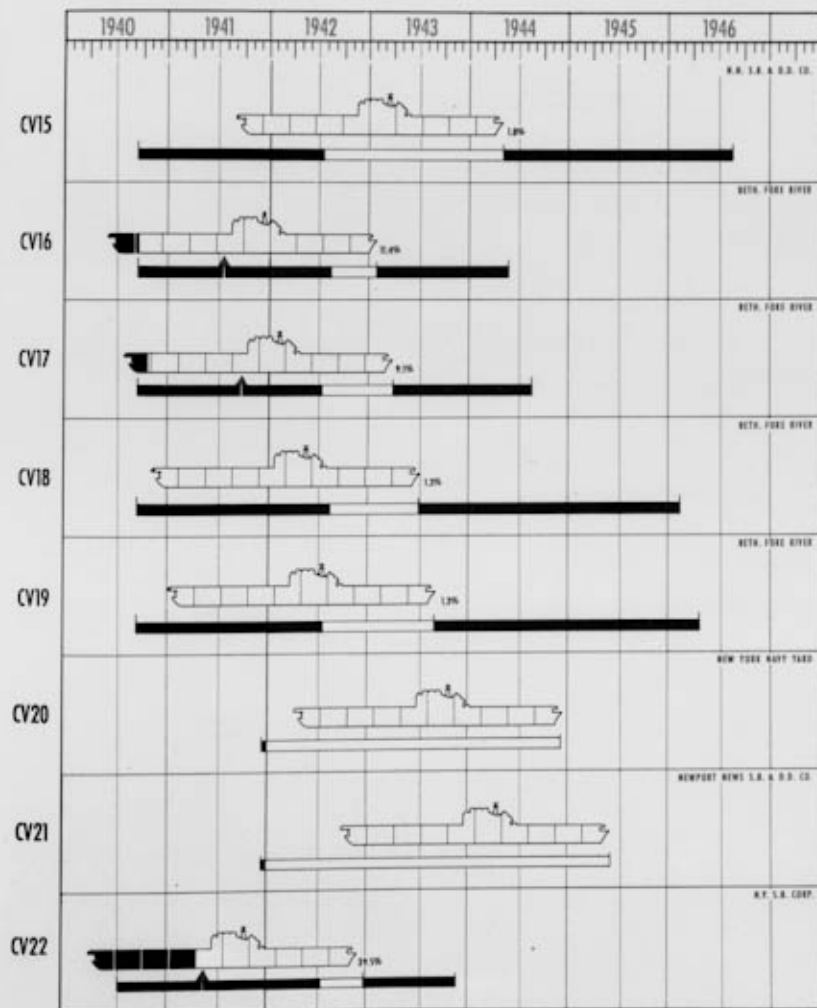
Scheduled Construction versus Actual Progress



TOTAL WORK MONTHS SCHEDULED 752

TOTAL WORK MONTHS PREDICTED 411

21 WORK MONTHS GAINED



AIRCRAFT CARRIERS



COMPLETED JUNE 11, 1940 TO JANUARY 10, 1942

Name and Number	Builder	Date
CV8 HORNET	Newport News	10/20/41

STATISTICAL SUMMARY OF LARGE CRUISERS

SHIPBUILDING SCHEDULE - VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

VESSELS	COMPLETED		ON ORDER JAN. 10 1942	OVER DUE	PREDICTED COMPLETION DATES			
	11 JUNE 1940 JUNE 1941	JULY- JAN. 10 1942			JAN.-JUNE 1942	JULY-DEC. 1942	1943	AFTER 1943
Large Cruisers	0	0	6	0	0	0	0	6

PERCENT OF COMPLETION - VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

TYPE	SHIPS ON ORDER	DISTRIBUTION OF SHIPS BY PERCENT OF COMPLETION				
		0-5%	5-25%	25-50%	50-75%	75-99%
Large Cruisers	6	6	0	0	0	0

VESSELS OF COMPLETION - 1 JANUARY 1942

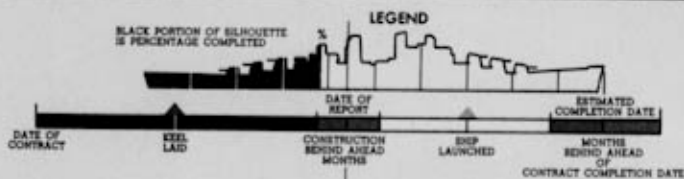
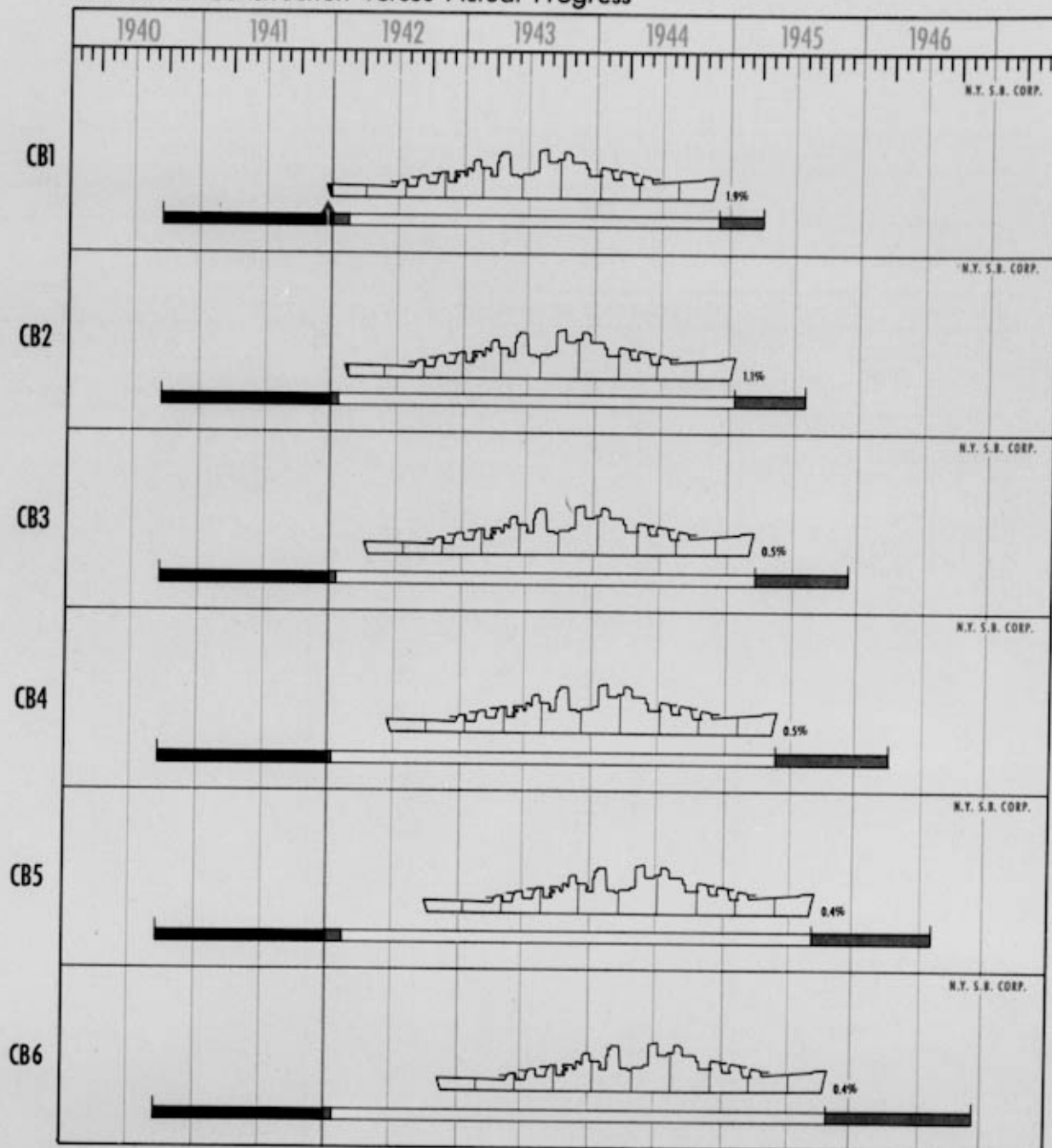
VESSELS	DATE OF CONTRACT	ESTIMATED COST THOUSANDS OF DOLLARS		KEEL LAID	LAUNCHED	COMPLETION DATE	
		HULL AND MACHINERY C & M	ORDNANCE AND ARMOR AA & A			ORIGINAL CONTRACT	PRESENT PREDICTED
NORTH ATLANTIC							
New York Shipbuilding Corp. Camden, N. J.							
CB1 - ALASKA	9/ 9/40	58,360	18,000	12/17/41	12/ 1/43*	4/ 1/45	12/ 1/44
CB2 - GUAM	9/ 9/40	58,360	18,000	2/ 1/42*	1/15/44*	8/ 1/45	1/15/45
CB3 - HAWAII	9/ 9/40	58,360	18,000	3/15/42*	3/15/44*	12/ 1/45	3/15/45
CB4 - PHILIPPINES	9/ 9/40	58,360	18,000	6/ 1/42*	5/15/44*	4/ 1/46	5/15/45
CB5 - PUERTO RICO	9/ 9/40	58,360	18,000	9/ 1/42*	9/ 1/44*	8/ 1/46	9/ 1/45
CB6 - SAMOA	9/ 9/40	58,360	18,000	10/15/42*	10/15/44*	12/ 1/46	10/15/45
Totals		350,160	108,000				

* Estimated Dates.

CHART 5-11

PROGRESS OF LARGE CRUISER CONSTRUCTION

Scheduled Construction versus Actual Progress



TOTAL WORK MONTHS SCHEDULED 387

TOTAL WORK MONTHS PREDICTED 333

54 WORK MONTHS GAINED

STATISTICAL SUMMARY OF HEAVY CRUISERS

SHIPBUILDING SCHEDULE - VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

VESSELS	COMPLETED		ON ORDER JAN. 10 1942	OVER DUE	PREDICTED COMPLETION DATES			
	11 JUNE 1940 JUNE 1941	JULY- JAN. 10 1942			JAN.-JUNE 1942	JULY-DEC. 1942	1943	AFTER 1943
Heavy Cruisers	0	0	8	0	0	0	4	4

PERCENT OF COMPLETION - VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

TYPE	SHIPS ON ORDER	DISTRIBUTION OF SHIPS BY PERCENT OF COMPLETION				
		0-5%	5-25%	25-50%	50-75%	75-99%
Heavy Cruisers	8	4	4	0	0	0

VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

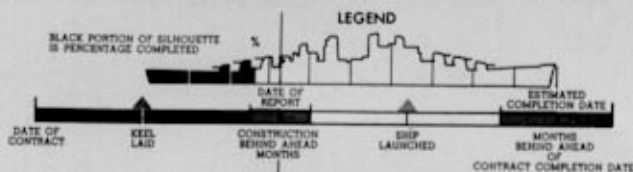
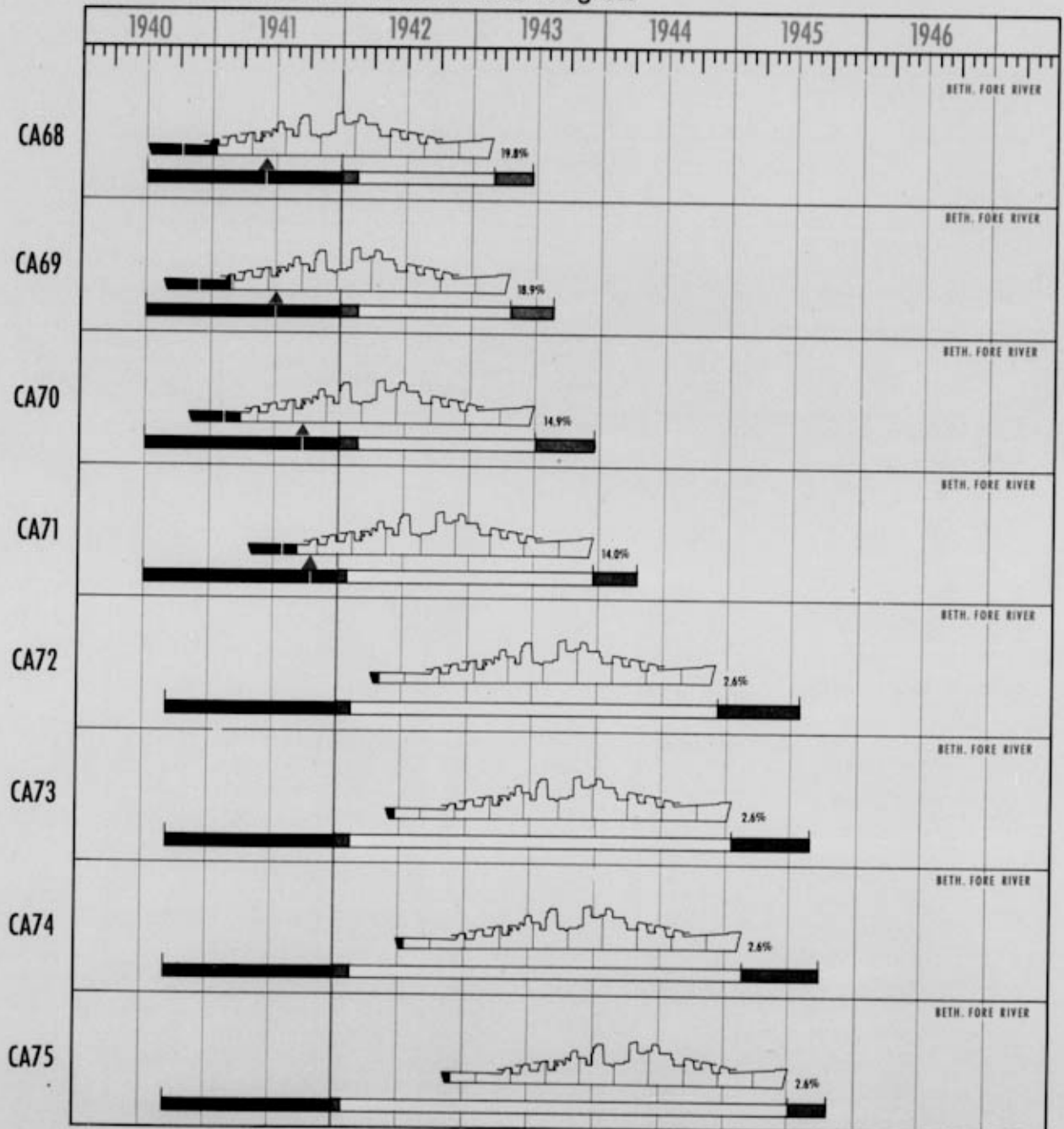
VESSELS	DATE OF CONTRACT	ESTIMATED COST THOUSANDS OF DOLLARS		KEEL LAID	LAUNCHED	COMPLETION DATE	
		HULL AND MACHINERY C & M	ORDNANCE AND ARMOR AA & A			ORIGINAL CONTRACT	PRESENT PREDICTED
NORTH ATLANTIC							
Bethlehem Steel Co. Fore River Plant Quincy, Mass.							
CA68 - BALTIMORE	7/ 1/40	29,550	11,500	5/28/41	9/ 1/42*	6/ 1/43	3/ 1/43
CA69 - BOSTON	7/ 1/40	29,550	11,500	6/30/41	10/15/42*	8/14/43	4/15/43
CA70 - PITTSBURGH	7/ 1/40	29,550	11,500	9/ 3/41	1/ 1/43*	12/14/43	7/ 1/43
CA71 - ST. PAUL	7/ 1/40	29,550	11,500	10/ 9/41	3/ 1/43*	4/14/44	12/15/43
CA72 - ALBANY	9/ 8/40	29,550	12,500	1/15/43*	4/15/44*	7/14/45	12/ 1/44
CA73 - ROCHESTER	9/ 9/40	29,550	12,500	3/15/43*	6/15/44*	8/14/45	1/15/45
CA74 - COLUMBUS	9/ 9/40	29,550	12,500	6/ 1/43*	8/15/44*	9/ 1/45	2/15/45
CA75 - DES MOINES	9/ 9/40	29,550	12,500	8/15/43*	1/ 1/45*	10/14/45	7/ 1/45
Totals		236,400	96,000				

* Estimated Dates.

CHART 4-11

PROGRESS OF HEAVY CRUISER CONSTRUCTION

Scheduled Construction versus Actual Progress



TOTAL WORK MONTHS SCHEDULED 398

TOTAL WORK MONTHS PREDICTED 357

41 WORK MONTHS GAINED

STATISTICAL SUMMARY OF LIGHT CRUISERS

SHIPBUILDING SCHEDULE - VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

VESSELS	COMPLETED		ON ORDER JAN. 10 1942	OVER DUE	PREDICTED COMPLETION DATES			
	11 JUNE 1940 JUNE 1941	JULY- JAN. 10 1942			JAN.-JUNE 1942	JULY-DEC. 1942	1943	AFTER 1943
Light Cruisers (6,000 ton)	0	1	7	0	3	0	2	2
(10,000 ton)	0	0	33	0	0	5	11	17

PERCENT OF COMPLETION - VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

TYPE	SHIPS ON ORDER	DISTRIBUTION OF SHIPS BY PERCENT OF COMPLETION				
		0-5%	5-25%	25-50%	50-75%	75-99%
Light Cruisers (6,000 ton)	7	2	2	0	0	3
(10,000 ton)	33	10	15	4	4	0

VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

VESSELS	DATE OF CONTRACT	ESTIMATED COST THOUSANDS OF DOLLARS		KEEL LAID	LAUNCHED	COMPLETION DATE	
		HULL AND MACHINERY C & M	ORDNANCE AND ARMOR AA & A			ORIGINAL CONTRACT	PRESENT PREDICTED
NORTH ATLANTIC							
Bethlehem Steel Co., Fore River Plant Quincy, Mass.							
(6,000 ton)							
CL53 - SAN DIEGO	4/25/39	17,759	6,500	3/27/40	7/28/41	7/25/42	1/10/42
CL54 - SAN JUAN	4/25/39	17,759	6,500	3/15/40	9/ 8/41	9/25/42	3/10/42
CL84 - FLINT	7/ 1/40	23,125	11,000	9/23/41	5/15/43*	12/ 1/43	10/15/43
CL85 - PASADENA	7/ 1/40	23,125	11,000	4/25/42*	8/ 1/43*	6/ 1/44	2/ 1/44
CL66 - SPRINGFIELD	7/ 1/40	23,125	11,000	9/15/42*	12/15/43*	9/ 1/44	6/15/44
CL67 - TOPEKA	7/ 1/40	23,125	11,000	11/ 1/42*	2/ 1/44*	11/ 1/44	8/ 1/44
CL82 - PROVIDENCE	9/ 9/40	23,125	11,500	1/ 1/44*	4/ 1/45*	12/ 9/45	9/ 1/45
CL83 - MANCHESTER	9/ 9/40	23,125	11,500	2/15/44*	5/15/45*	2/ 9/46	10/15/45
Cramp Shipbuilding Co. Philadelphia, Pa.							
(6,000 ton)							
CL89 - MIAMA	10/29/40	23,495	11,500	8/ 2/41	11/22/42*	1/ 1/44	8/ 1/43
CL90 - WILKES-BARRE	10/29/40	23,495	11,500	9/ 6/41	1/ 2/43*	7/ 1/44	9/ 1/43
CL91 - OKLAHOMA CITY	10/29/40	23,495	11,500	11/ 2/42*	2/ 1/44*	1/ 1/45	11/ 1/44
CL92 - LITTLE ROCK	10/29/40	23,495	11,500	1/ 2/43*	3/ 1/44*	5/ 1/45	12/ 1/44
CL93 - GALVESTON	10/29/40	23,495	11,500	2/ 1/44*	6/ 1/45*	9/ 1/45	1/ 1/46
CL94 - YOUNGSTOWN	10/29/40	23,495	11,500	3/ 1/44*	7/ 1/45*	12/31/45	2/ 1/46
Federal S.B. & D.D. Co. Kearny, N. J.							
(8,000 ton)							
CL52 - JUNEAU	4/25/39	15,759	6,750	5/27/40	10/25/41	6/25/42	2/25/42
(10,000 ton)							
CL85 - FARGO	9/ 9/40	23,713	11,500	1/19/42*	5/29/43*	6/ 9/44	2/ 9/43
CL86 - CHEYENNE	9/ 9/40	23,713	11,500	9/28/42*	1/29/44*	12/ 9/44	7/ 8/44
CL87 - DULUTH	9/ 9/40	23,713	11,500	6/ 7/43*	7/29/44*	6/ 9/45	12/30/44
New York Shipbuilding Corp. Camden, N. J.							
(10,000 ton)							
CL55 - CLEVELAND	3/23/40	22,000	10,500	7/ 1/40	11/ 1/41	3/23/43	7/ 1/42
CL56 - COLUMBIA	3/23/40	22,000	10,500	8/19/40	12/17/41	6/23/43	9/ 1/42
CL57 - MONTPELIER	6/12/40	21,725	11,500	12/ 2/40	2/14/42*	6/27/43	10/15/42
CL58 - DENVER	6/12/40	21,725	11,500	12/26/40	5/ 1/42*	9/27/43	12/31/42
CL60 - SANTA FE	7/ 1/40	22,616	11,000	6/ 7/41	9/15/42*	1/16/44	4/15/43
CL61 - TALLAHASSEE	7/ 1/40	22,616	11,000	6/ 2/41	10/ 1/42*	3/16/44	6/ 1/43
CL76 - NEW HAVEN	9/ 9/40	22,615	11,500	8/11/41	12/ 1/42*	5/15/44	8/ 1/43
CL77 - HUNTINGTON	9/ 9/40	22,615	11,500	11/17/41	5/ 1/43*	7/ 1/45	12/31/43
CL78 - DAYTON	9/ 9/40	22,615	11,500	12/29/41	7/ 1/43*	9/ 1/45	3/ 1/44
CL79 - WILMINGTON	9/ 9/40	22,615	11,500	10/15/42*	1/15/44*	11/ 1/45	8/15/44
CL99 - BUFFALO	12/16/40	22,715	11,500	12/15/42*	3/15/44*	12/30/45	10/15/44
CL100- NEWARK	12/16/40	22,715	11,500	5/15/43*	9/15/44*	3/ 1/46	4/15/45

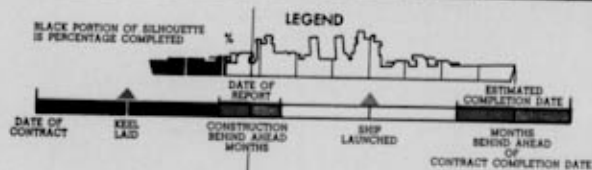
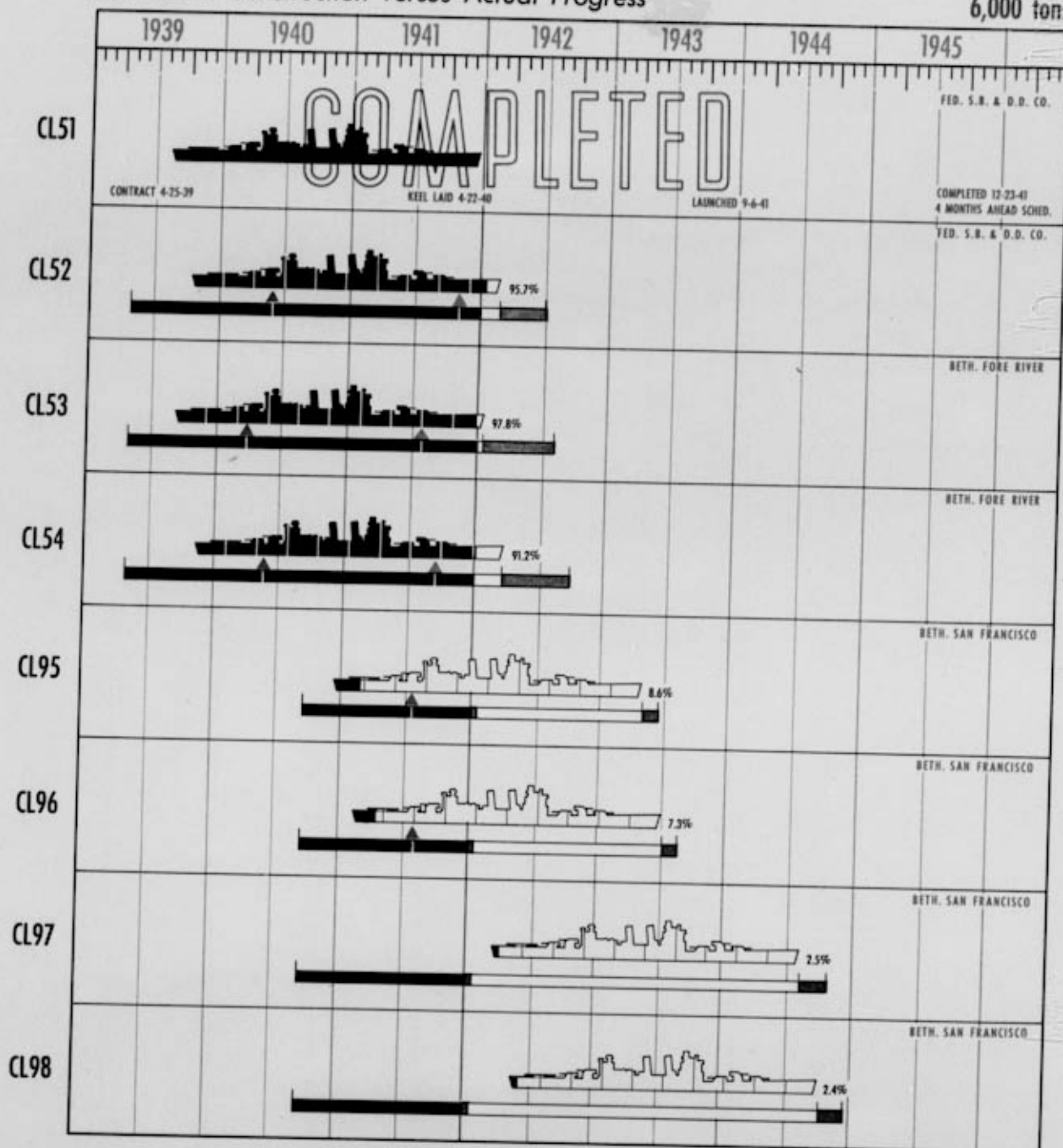
* Estimated Dates.

CHART 7 PART I-11

PROGRESS OF LIGHT CRUISER CONSTRUCTION

Scheduled Construction versus Actual Progress

6,000 tons



TOTAL WORK MONTHS SCHEDULED 1,852

TOTAL WORK MONTHS PREDICTED 1616

236 WORK MONTHS GAINED

STATISTICAL SUMMARY OF LIGHT CRUISERS

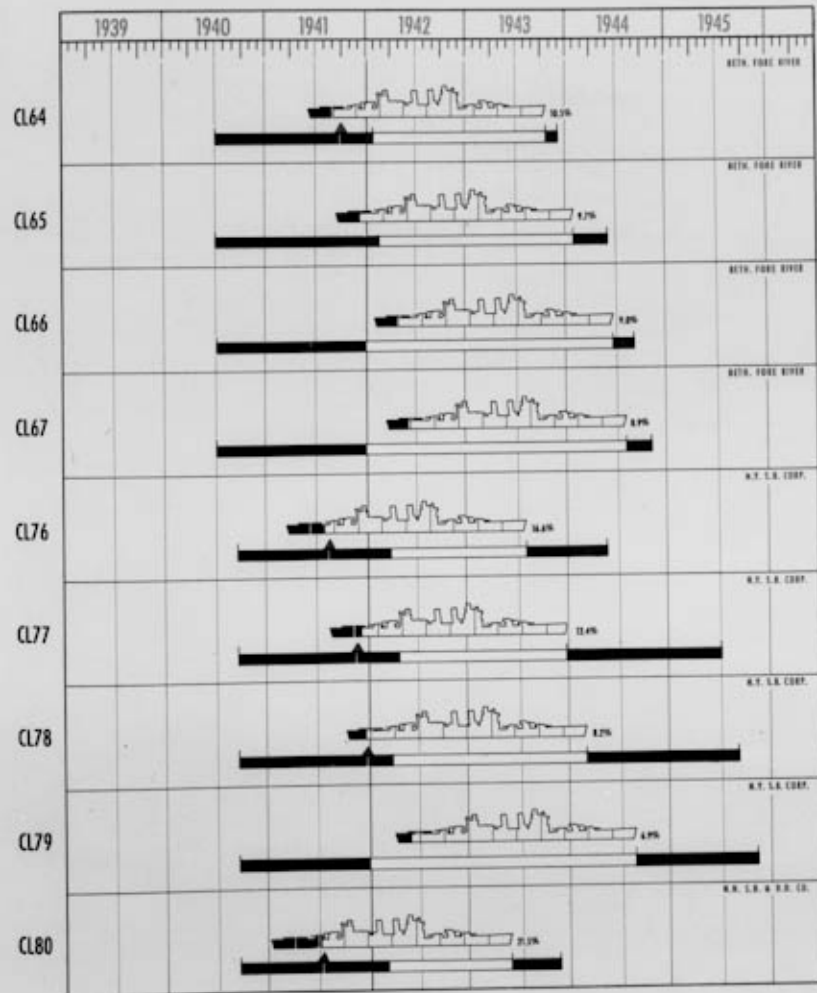
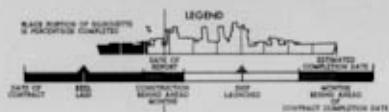
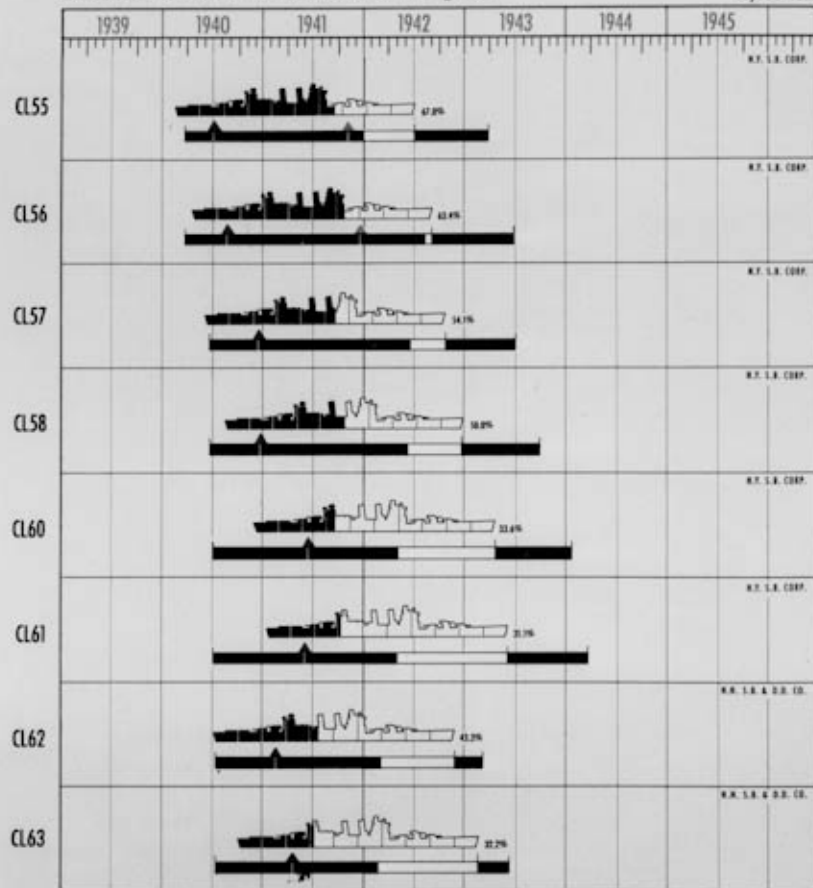
VESSELS	DATE OF CONTRACT	ESTIMATED COST THOUSANDS OF DOLLARS		KEEL LAID	LAUNCHED	COMPLETION DATE	
		HULL AND MACHINERY C & M	ORDNANCE AND ARMOR AA & A			ORIGINAL CONTRACT	PRESENT PREDICTED
SOUTH ATLANTIC							
Newport News S. B. & D. D. Co. Newport News, Va.							
(10,000 ton)							
CL62 - BIRMINGHAM	7/ 3/40	23,260	11,000	2/17/41	3/20/42*	3/ 3/43	11/20/42
CL63 - MOBILE	7/ 3/40	23,260	11,000	4/ 1/41	4/25/42*	6/ 3/43	2/19/43
CL80 - BILOXI	9/ 9/40	23,260	11,500	7/ 9/41	8/ 1/42*	11/ 9/43	5/21/43
CL81 - VICKSBURG	9/ 9/40	23,260	11,500	8/ 4/41	11/21/42*	3/ 9/44	8/20/43
CL101	12/16/41	11,000	11,000	6/ 1/42*	8/ 5/43*		3/ 1/44
CL102	12/16/41		11,000	8/ 3/42*	7/31/43*		6/ 1/44
WEST COAST							
Bethlehem Steel Co., Union Plant San Francisco, Calif.							
(6,000 ton)							
CL95 - OAKLAND	9/ 9/40	19,430	7,500	7/15/41	10/ 1/42*	8/ 9/43	5/ 1/43
CL96 - RENO	9/ 9/40	19,430	7,500	8/ 1/41	11/15/42*	8/ 9/43	7/ 1/43
CL97 - SPOKANE	9/ 9/40	19,430	7,500	10/15/42*	12/ 1/43*	10/ 9/44	8/ 1/44
CL98 - TUCSON	9/ 9/40	19,430	7,500	12/ 1/42*	2/ 1/44*	12/ 9/44	10/ 1/44
Totals		841,468	422,250				

* Estimated Dates.

PROGRESS OF LIGHT CRUISER CONSTRUCTION

Scheduled Construction versus Actual Progress

10,000 tons



LIGHT CRUISERS



COMPLETED JUNE 11, 1940 TO JANUARY 10, 1942

Name and Number	Builder	Date
CL51 ATLANTA	Federal S.B. & D.D. Co.	12/28/41

PROGRESS OF LIGHT CRUISER CONSTRUCTION

Scheduled Construction versus Actual Progress

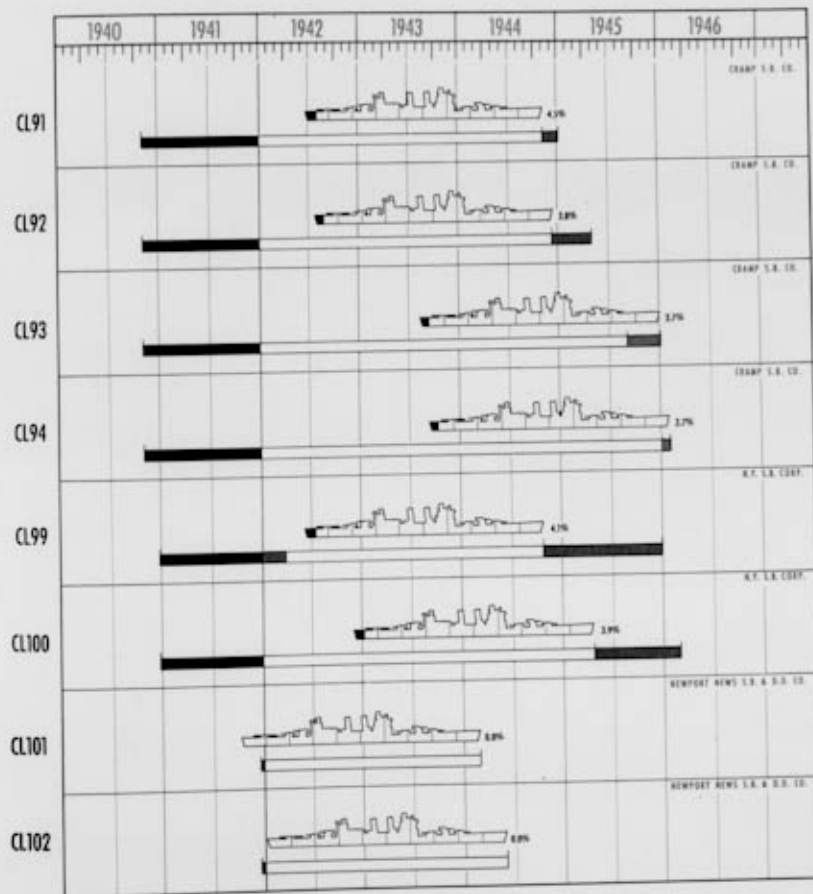
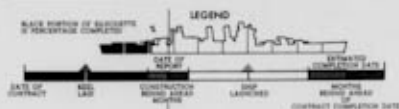
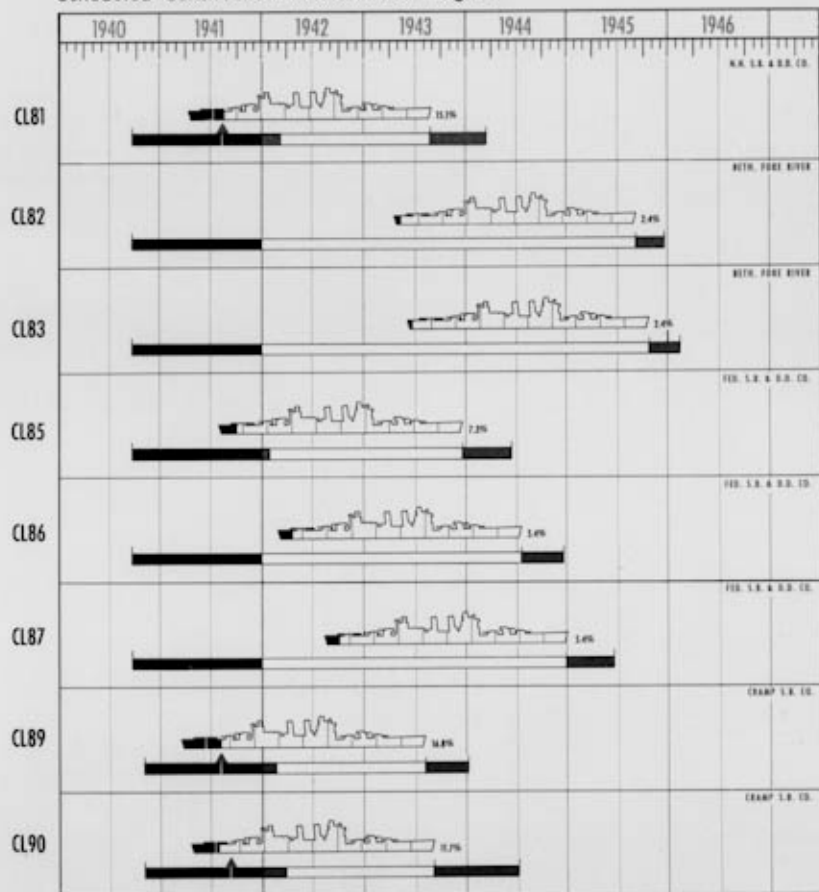


CHART 7 PART 3-11

LIGHT CRUISERS

STATISTICAL SUMMARY OF DESTROYERS

SHIPBUILDING SCHEDULE - VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

VESSELS	COMPLETED		ON ORDER JAN. 10 1942	OVER DUE	PREDICTED COMPLETION DATES			
	11 JUNE 1940 JUNE 1941	JULY- JAN. 10 1942			JAN.-JUNE 1942	JULY-DEC. 1942	1943	AFTER 1943
Destroyers (1620-1630 ton) (2100 ton)	22 0	7 0	68 138	0 0	19 6	34 19	15 74	0 40

PERCENT OF COMPLETION - VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

TYPE	SHIPS ON ORDER	DISTRIBUTION OF SHIPS BY PERCENT OF COMPLETION				
		0-5%	5-25%	25-50%	50-75%	75-99%
Destroyers (1620-1630 ton) (2100 ton)	68 138	4 64	16 65	25 7	12 2	11 0

VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

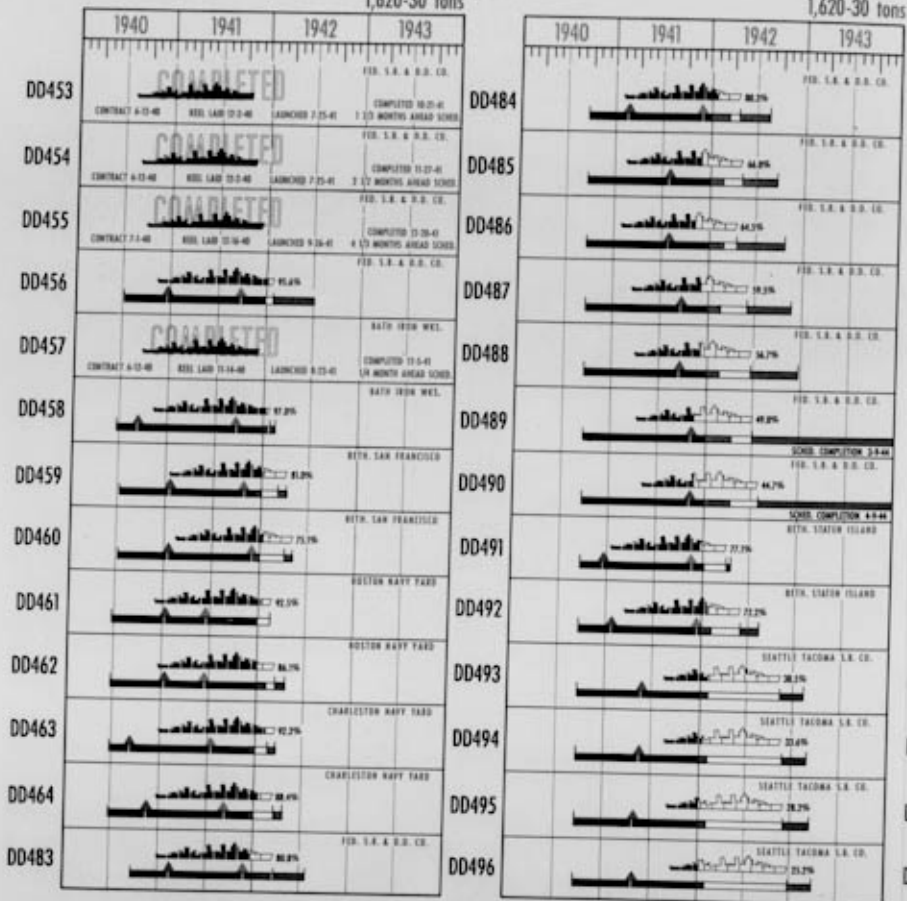
VESSELS	DATE OF CONTRACT	ESTIMATED COST THOUSANDS OF DOLLARS		KEEL LAID	LAUNCHED	COMPLETION DATE	
		HULL AND MACHINERY C & M	ORDNANCE AND ARMOR AA & A			ORIGINAL CONTRACT	PRESENT PREDICTED
NORTH ATLANTIC							
Bath Iron Wks Corp., Bath, Maine							
(1620 & 1630 ton) DD458 - MACOMB	6/12/40	6,390	3,700	9/ 3/40	9/23/41	2/12/42	1/26/42
(2100 ton)							
DD449 - NICHOLAS	7/ 1/40	8,474	3,700	3/ 3/41	1/31/42*	1/ 9/43	4/25/42
DD450 - O' BANNON	7/ 1/40	8,474	3,700	3/ 3/41	2/19/42*	2/24/43	5/15/42
DD451 - CHEVALIER	7/ 1/40	8,474	3,700	4/30/41	3/ 7/42*	3/24/43	6/ 8/42
DD467 - STRONG	7/ 1/40	8,474	3,700	4/30/41	3/31/42*	4/24/43	6/27/42
DD468 - TAYLOR	7/ 1/40	8,474	3,700	8/28/41	4/30/42*	6/ 9/43	7/15/42
DD469 - DE HAVEN	7/ 1/40	8,474	3,700	9/27/41	5/30/42*	8/ 9/43	8/ 6/42
DD507 - CONWAY	9/ 9/40	8,474	3,500	11/ 5/41	6/30/42*	3/ 1/43	8/27/42
DD508 - CONY	9/ 9/40	8,474	3,500	12/24/41	7/30/42*	4/ 1/43	9/30/42
DD509 - CONVERSE	9/ 9/40	8,474	3,500	2/ 3/42*	8/29/42*	10/ 1/43	10/30/42
DD510 - EATON	9/ 9/40	8,474	3,500	2/24/42*	9/30/42*	11/ 1/43	11/30/42
DD511 - FOOTE	9/ 9/40	8,474	3,500	3/10/42*	10/30/42*	12/31/43	12/30/42
DD512 - SPENCE	9/ 9/40	8,474	3,500	4/ 3/42*	11/30/42*	12/31/43	1/30/43
DD513 - TERRY	9/ 9/40	8,474	3,500	5/ 4/42*	12/30/42*	12/31/43	2/25/43
DD514 - THATCHER	9/ 9/40	8,474	3,500	6/ 3/42*	1/30/43*	12/31/43	3/30/43
DD515 - ANTHONY	9/ 9/40	8,474	3,500	7/ 3/42*	2/27/43*	12/31/43	4/30/43
DD516 - WADSWORTH	9/ 9/40	8,474	3,500	8/ 3/42*	3/30/43*	12/31/43	5/27/43
DD517 - WALKER	9/ 9/40	8,474	3,500	9/ 3/42*	4/30/43*	1/ 3/44	6/30/43
DD629 - ABBOT	12/16/40	8,474	3,200	10/ 3/42*	5/29/43*	2/ 1/44	7/30/43
DD630 - BRAINE	12/16/40	8,474	3,200	11/ 3/42*	6/30/43*	3/ 1/44	8/30/43
DD631 - ERBEN	12/16/40	8,474	3,200	12/ 3/42*	7/30/43*	4/ 1/44	9/30/43
DD642 - HALE	12/16/40	8,474	3,100	1/ 4/43*	8/30/43*	8/ 1/44	10/30/43
DD643 - SIGOURNEY	12/16/40	8,474	3,100	2/ 3/43*	9/30/43*	11/ 1/44	11/30/43
DD644 - STEMBEL	12/16/40	8,474	3,100	3/ 3/43*	10/30/43	12/30/44	12/30/43
DD650 -	12/15/41			4/ 3/43*	11/30/43*		1/30/44
DD651 -	12/15/41			5/ 3/43*	12/30/43*		2/27/44
DD652 -	12/15/41			6/ 3/43*	1/30/44*		3/30/44
DD653 -	12/15/41			7/ 3/43*	2/27/44*		4/30/44
Bethlehem Steel Co., Fore River Plant Quincy, Mass.							
(1620 & 1630 ton)							
DD598 - BANCROFT	12/16/40	7,696	2,700	5/ 1/41	12/31/41	11/ 1/42	6/ 1/42
DD599 - BARTON	12/16/40	7,696	2,700	5/20/41	2/ 1/42*	12/ 1/42	7/ 1/42
DD600 - BOYLE	12/16/40	7,696	2,700	12/31/41	7/15/42*	12/ 1/43	11/15/42
DD601 - CHAMPLIN	12/16/40	7,696	2,700	2/ 1/42*	8/15/42*	12/31/43	12/31/42
DD616 - NIELDS	12/16/40	7,846	2,700	7/15/42*	5/ 1/43*	6/15/43	6/ 1/43
DD617 - ORDRONAU	12/16/40	7,846	2,700	8/15/42*	6/ 1/43*	7/15/43	7/ 1/43
Bethlehem Steel Co., Staten Island New York, N.Y.							
(1620 & 1630 ton)							
DD491 - FARENHOLT	9/ 9/40	7,695	3,250	12/11/40	11/19/41*	4/ 9/42	4/ 1/42
DD492 - BAILEY	9/ 9/40	7,695	3,250	1/29/41	12/19/41	8/ 9/42	6/ 1/42

* Estimated Dates

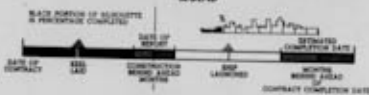
PROGRESS OF DESTROYER CONSTRUCTION

Scheduled Construction versus Actual Progress

1,620-30 tons



LEGEND

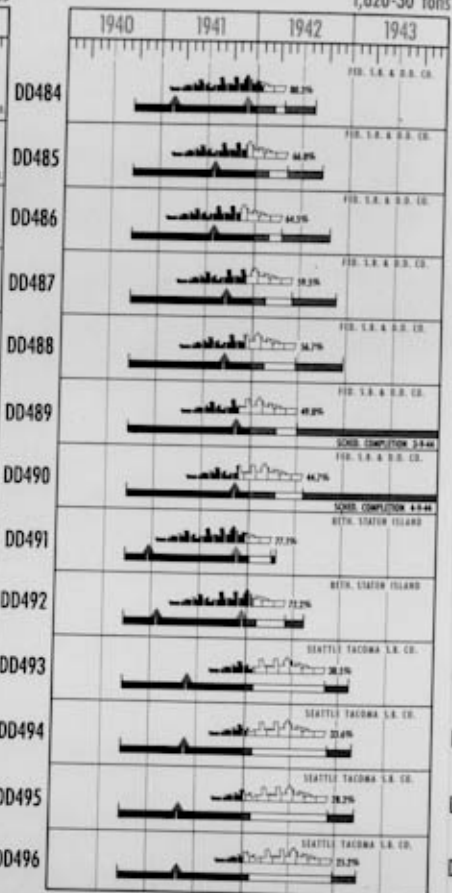


TOTAL WORK MONTHS SCHEDULED 7180

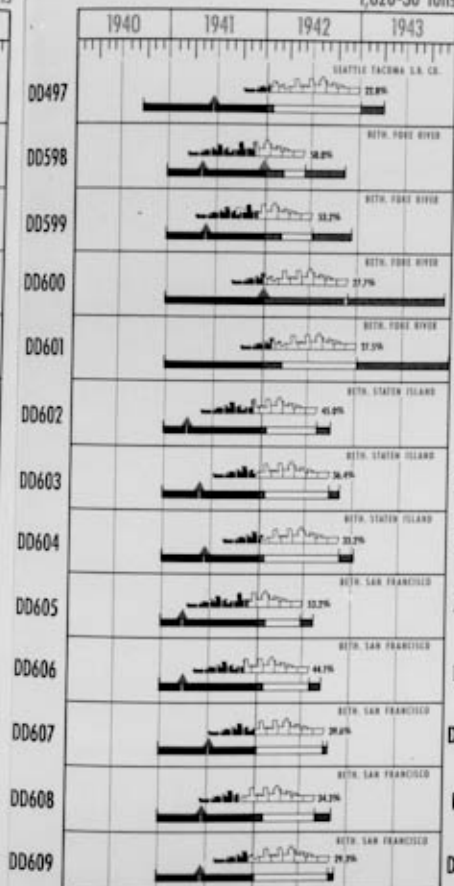
TOTAL WORK MONTHS PREDICTED 4233

927 WORK MONTHS GAINED

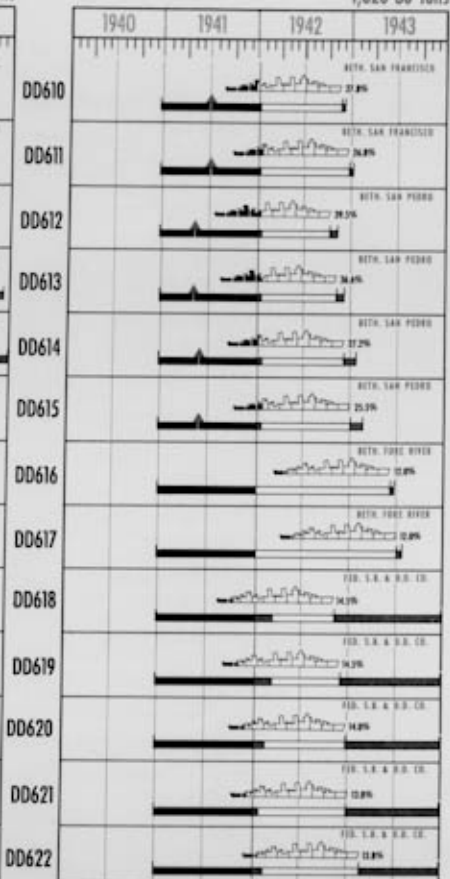
1,620-30 tons



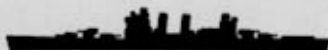
1,620-30 tons



1,620-30 tons



DESTROYERS



COMPLETED JUNE 11, 1940 TO JANUARY 10, 1942

Name and Number	Builder	Date
DD420 BUCK	Philadelphia Navy Yard	6/25/40
DD421 BENSON	Beth. Fore River	7/25/40
DD422 MAYO	Beth. Fore River	9/18/40
DD423 GLEAVES	Bath Iron Works	6/14/40
DD424 NIBLACK	Bath Iron Works	8/ 1/40
DD425 MADISON	Boston Navy Yard	10/30/40
DD426 LANSDALE	Boston Navy Yard	10/21/40
DD427 HILARY P. JONES	Charleston Navy Yard	10/30/40
DD428 CHARLES F. HUGHES	Puget Sound Navy Yard	10/18/40
DD429 LIVERMORE	Bath Iron Works	10/ 7/40
DD430 EBERLE	Bath Iron Works	12/ 4/40
DD431 PLUNKETT	Federal S.B. & D.D. Co.	7/16/40
DD432 KEARNY	Federal S.B. & D.D. Co.	9/12/40
DD433 GWIN	Boston Navy Yard	3/ 1/41
DD434 MEREDITH	Boston Navy Yard	4/15/41
DD435 GRAYSON	Charleston Navy Yard	4/ 1/41
DD436 MONSSEN	Puget Sound Navy Yard	5/ 1/41
DD437 WOOLSEY	Bath Iron Works	5/ 7/41
DD438 LUDLOW	Bath Iron Works	3/ 5/41
DD439 EDISON	Federal S.B. & D.D. Co.	1/30/41
DD440 ERICSSON	Federal S.B. & D.D. Co.	3/11/41
DD441 WILKES	Boston Navy Yard	6/12/41
DD442 NICHOLSON	Boston Navy Yard	7/18/41
DD443 SWANSON	Charleston Navy Yard	7/15/41
DD444 INGRAHAM	Charleston Navy Yard	9/ 1/41
DD453 BRISTOL	Federal S.B. & D.D. Co.	10/21/41
DD454 ELLYSON	Federal S.B. & D.D. Co.	11/27/41
DD455 HAMBLETON	Federal S.B. & D.D. Co.	12/20/41
DD457 EMMONS	Bath Iron Works	12/ 5/41

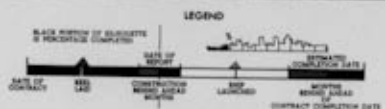
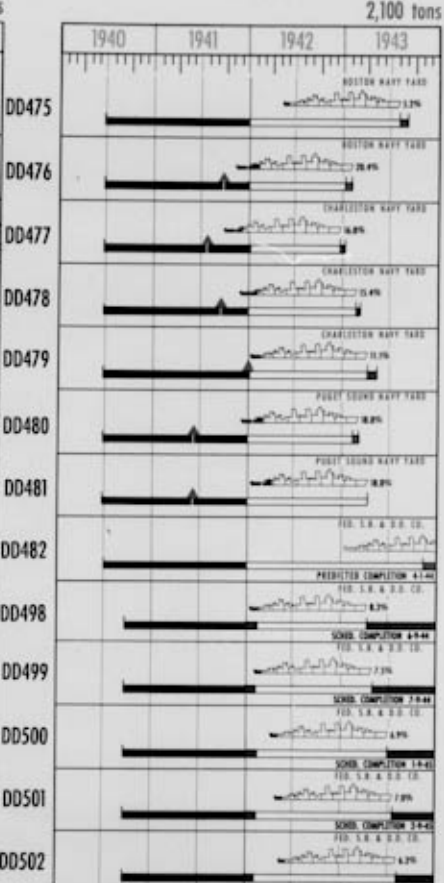
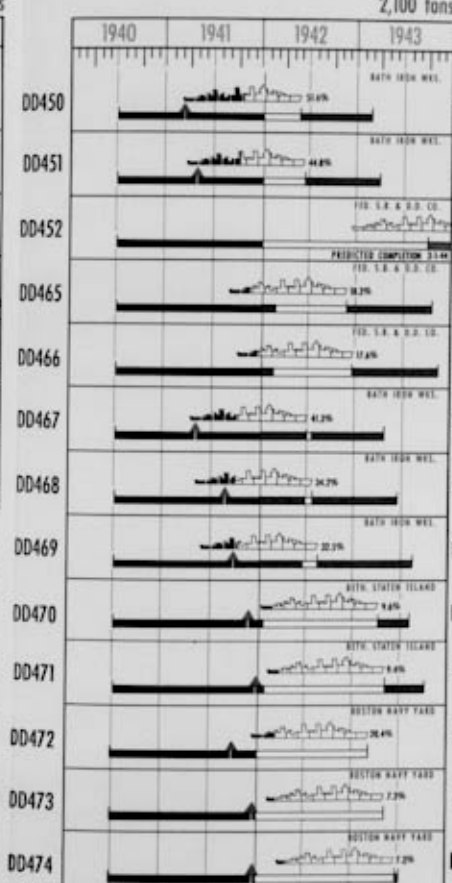
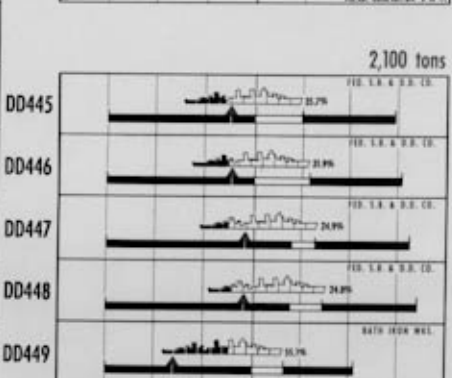
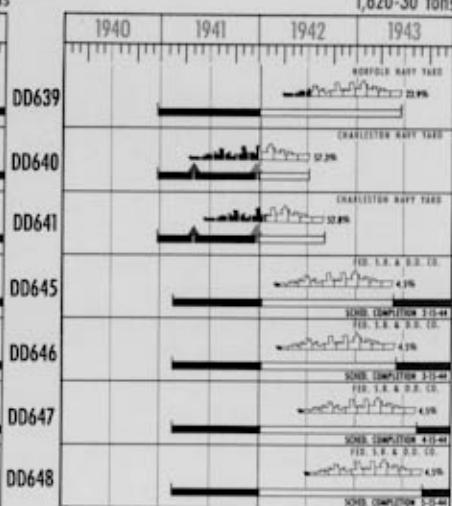
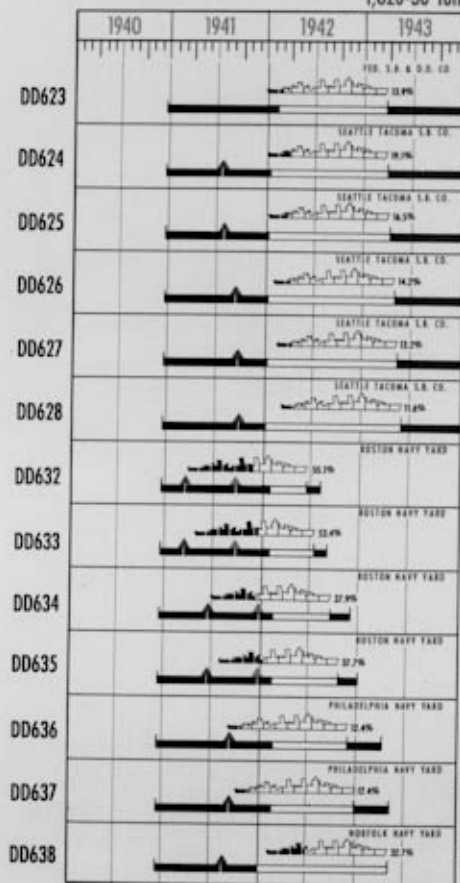
STATISTICAL SUMMARY OF DESTROYERS

VESSELS	DATE OF CONTRACT	ESTIMATED COST THOUSANDS OF DOLLARS		KEEL LAID	LAUNCHED	COMPLETION DATE	
		HULL AND MACHINERY C & M	ORDNANCE AND ARMOR AA & A			ORIGINAL CONTRACT	PRESENT PREDICTED
(1620 & 1630 ton) (Cont'd)							
DD602 - MEADE	12/16/40	7,696	2,700	3/25/41	2/14/42*	9/15/42	8/1/42
DD603 - MURPHY	12/16/40	7,696	2,700	5/19/41	3/16/42*	11/1/42	9/15/42
DD604 - PARKER	12/16/40	7,696	2,700	6/9/41	4/28/42*	12/31/42	11/1/42
(2100 ton)							
DD470 - BACHE	7/1/40	9,273	3,700	11/19/41	7/24/42*	8/1/43	4/1/43
DD471 - BEALE	7/1/40	9,273	3,700	12/19/41	8/22/42*	10/1/43	5/1/43
DD518 - BROWNSON	9/9/40	9,273	3,500	2/14/42*	10/12/42*	11/15/43	6/15/43
DD519 - DALY	9/9/40	9,273	3,500	3/16/42*	11/9/42*	12/31/43	7/15/43
DD520 - ISHERWOOD	9/9/40	9,273	3,500	4/28/42*	12/8/42*	2/15/44	9/1/43
DD521 - KIMBERLY	9/9/40	9,273	3,500	7/24/42*	4/1/43*	7/1/44	12/1/43
DD522 - LUCE	9/9/40	9,273	3,500	8/22/42*	5/1/43*	8/15/44	12/31/43
DD657	12/15/41			10/12/42*	6/15/43*		2/15/44
DD658	12/15/41			11/9/42*	7/15/43*		3/15/44
Federal S. B. & D. D. Co., Kearny, N. J.							
(1620 & 1630 ton)							
DD456 - RODMAN	7/1/40	6,747	3,700	12/16/40	9/26/41	7/1/42	1/26/42
DD483 - AARON WARD	9/9/40	6,869	3,250	2/11/41	11/22/41	7/9/42	3/10/42
DD484 - BUCHANAN	9/9/40	6,869	3,250	2/11/41	11/22/41	8/9/42	4/16/42
DD485 - DUNCAN	9/9/40	6,869	3,250	7/31/41	2/20/42*	9/9/42	5/1/42
DD486 - LANSDOWNE	9/9/40	6,869	3,250	7/31/41	2/20/42*	10/9/42	5/15/42
DD487 - LARDNER	9/9/40	6,869	3,250	9/15/41	3/20/42*	11/9/42	6/1/42
DD488 - McCALLA	9/9/40	6,869	3,250	9/15/41	3/20/42*	12/9/42	6/15/42
DD489 - MERVINE	9/9/40	6,869	3,250	11/3/41	5/8/42*	3/9/44	7/1/42
DD490 - QUICK	9/9/40	6,869	3,250	11/3/41	5/8/42*	4/9/44	8/1/42
DD618 - DAVISON	12/16/40	7,170	2,700	2/28/42*	8/28/42*	12/31/43	10/30/42
DD619 - EDWARDS	12/16/40	7,170	2,700	2/26/42*	8/28/42*	12/31/43	11/27/42
DD620 - GLENNON	12/16/40	7,170	2,700	3/26/42*	9/25/42*	12/31/43	12/15/42
DD621 - JEFFERS	12/16/40	7,170	2,700	3/26/42*	9/25/42*	12/31/43	12/31/42
DD622 - MADDOX	12/16/40	7,170	2,700	5/14/42*	11/6/42*	12/31/43	2/20/43
DD623 - NELSON	12/16/40	7,170	2,700	5/14/42*	11/6/42*	12/31/43	3/31/43
DD645 - STEVENSON	2/10/41	7,128	2,700	9/3/42*	2/26/43*	2/15/44	5/12/43
DD646 - STOCKTON	2/10/41	7,128	2,700	9/3/42*	2/26/43*	3/15/44	6/1/43
DD647 - THORN	2/10/41	7,128	2,700	11/16/42*	5/15/43*	4/15/44	8/20/43
DD648 - TURNER	2/10/41	7,128	2,700	11/16/42*	5/15/43*	5/15/44	9/9/43
(2100 ton)							
DD445 - FLETCHER	7/1/40	8,838	3,700	10/2/41	5/29/42*	6/9/43	6/15/42
DD446 - RADFORD	7/1/40	8,838	3,700	10/2/41	5/29/42*	7/9/43	7/15/42
DD447 - JENKINS	7/1/40	8,838	3,700	11/27/41	7/17/42*	8/9/43	8/15/42
DD448 - LA VALLETTE	7/1/40	8,838	3,700	11/27/41	7/17/42*	9/9/43	9/15/42
DD452 - PERCIVAL	7/1/40	9,651	3,700	1/18/43*	9/18/43*	10/1/43	3/1/44
DD465 - SAUFLEY	7/1/40	8,938	3,700	2/23/42*	9/11/42*	10/9/43	11/15/42
DD466 - WALLER	7/1/40	8,938	3,700	2/23/42*	9/11/42*	11/9/43	12/15/42
DD482 - WATSON	7/1/40	9,651	3,700	1/18/43*	9/18/43*	11/1/43	4/1/44
DD498 - PHILIP	9/9/40	9,048	3,450	6/8/42*	1/9/43*	6/9/44	4/2/43
DD499 - RENSRAW	9/9/40	9,048	3,450	6/8/42*	1/9/43*	7/9/44	4/22/43
DD500 - RINGGOLD	9/9/40	9,048	3,450	7/27/42*	2/26/43*	1/9/45	6/21/43
DD501 - SCHROEDER	9/9/40	9,048	3,450	7/27/42*	2/26/43*	2/9/45	7/10/43
DD502 - SIGSBEE	9/9/40	9,048	3,450	9/21/42*	5/1/43*	3/9/45	7/31/43
DD659	12/15/41			11/5/42*	5/8/43*		7/15/43
DD660	12/15/41			12/17/42*	6/19/43*		9/1/43
DD661	12/15/41			12/17/42*	6/19/43*		9/1/43
Navy Yard, Boston Boston, Mass.							
(1620 & 1630 ton)							
DD461 - FORREST	6/12/40	6,120	3,700	1/6/41	6/14/41	2/12/42	2/12/42
DD462 - FITCH	6/12/40	6,120	3,700	1/6/41	6/14/41	4/12/42	3/3/42
DD632 - COWIE	12/16/40	6,120	2,700	3/18/41	9/27/41	8/1/42	6/15/42
DD633 - KNIGHT	12/16/40	6,120	2,700	3/18/41	9/27/41	9/1/42	7/15/42
DD634 - DORAN	12/16/40	6,120	2,700	6/14/41	12/10/41	12/1/42	9/15/42
DD635 - EARLE	12/16/40	6,120	2,700	6/14/41	12/10/41	1/1/43	10/15/42
(2100 ton)							
DD472 - GUEST	8/28/40	7,520	3,700	9/27/41	3/1/42*	3/1/43	3/1/43
DD473 - BENNETT	8/28/40	7,520	3,700	12/10/41	6/1/42*	5/1/43	5/1/43
DD474 - FULLAM	6/28/40	7,520	3,700	12/10/41	6/1/42*	7/1/43	6/15/43
DD475 - HUDSON	6/28/40	7,520	3,700	3/1/42*	8/1/42*	9/1/43	8/1/43
DD476 - HUTCHINS	6/28/40	7,520	3,700	9/27/41	3/1/42*	1/1/43	1/31/43
DD581 - CHARRETTE	9/9/40	7,520	3,450	3/1/42*	8/1/42*	11/1/43	9/1/43

* Estimated Dates

PROGRESS OF DESTROYER CONSTRUCTION

Scheduled Construction versus Actual Progress
1,620-30 tons



DESTROYERS

STATISTICAL SUMMARY OF DESTROYERS

VESSELS	DATE OF CONTRACT	ESTIMATED COST THOUSANDS OF DOLLARS		KEEL LAID	LAUNCHED	COMPLETION DATE	
		HULL AND MACHINERY C & M	ORDNANCE AND ARMOR AA & A			ORIGINAL CONTRACT	PRESENT PREDICTED
<i>(2100 ton) (Cont'd)</i>							
DD582 - CONNER	9/ 9/40	7,520	3,450	3/ 1/42*	11/ 1/42*	1/ 2/44	10/ 1/43
DD583 - HALL	9/ 9/40	7,520	3,450	6/ 1/42*	11/ 1/42*	3/ 1/44	11/ 1/43
DD584 - HALLIGAN	9/ 9/40	7,520	3,450	8/ 1/42*	1/ 1/43*	5/ 1/44	12/ 1/43
DD585 - HARADEN	9/ 9/40	7,520	3,450	8/ 1/42*	1/ 1/43*	7/ 1/44	1/ 1/44
DD586 - NEWCOMB	9/ 9/40	7,520	3,450	11/ 1/42*	4/ 1/43*	9/ 1/44	2/ 1/44
DD662	12/18/41			11/ 1/42*	4/ 1/43*		3/ 1/44
DD663	12/18/41			1/ 1/43*	6/ 1/43*		4/ 1/44
DD664	12/18/41			1/ 1/43*	6/ 1/43*		5/ 1/44
Navy Yard, Philadelphia Philadelphia, Pa.							
<i>(1620 & 1630 ton)</i>							
DD636 - BUTLER	12/16/40	6,200	2,700	9/16/41	2/14/42*	4/ 1/43	12/ 1/42
DD637 - GHERARDI	12/16/40	6,200	2,700	9/16/41	2/14/42*	5/ 1/43	12/31/42
SOUTH ATLANTIC							
Navy Yard, Charleston Charleston, S.C.							
<i>(1620 & 1630 ton)</i>							
DD463 - CORRY	6/12/40	5,525	3,700	9/ 4/40	7/28/41	2/12/42	3/12/42
DD464 - HOBSON	6/12/40	5,525	3,700	11/14/40	9/ 8/41	4/12/42	3/12/42
DD640 - BEATTY	12/16/40	5,885	2,700	5/ 1/41	12/20/41	7/ 1/42	7/ 1/42
DD641 - TILLMAN	12/16/40	5,885	2,700	5/ 1/41	12/20/41	9/ 1/42	9/ 1/42
<i>(2100 ton)</i>							
DD477 - PRINGLE	6/28/40	7,560	3,700	7/31/41	5/ 6/42*	1/ 1/43	12/15/42
DD478 - STANLY	6/28/40	7,560	3,700	9/15/41	5/ 6/42*	3/ 1/43	2/15/43
DD479 - STEVENS	6/28/40	7,560	3,700	12/30/41	6/24/42*	5/ 1/43	4/ 1/43
DD587 - BELL	9/ 9/40	7,560	3,450	12/30/41	6/24/42*	8/ 1/43	5/15/43
DD588 - BURNS	9/ 9/40	7,560	3,450	5/ /42*	12/ /42*	11/ 1/43	7/ 1/43
DD589 - IZARD	9/ 9/40	7,560	3,450	5/ /42*	12/ /42*	2/ 1/44	8/15/43
DD590 - PAUL HAMILTON	9/ 9/40	7,560	3,450	7/ /42*	1/ /43*	5/ 1/44	10/ 1/43
DD591 - TWIGGS	9/ 9/40	7,560	3,450	7/ /42*	1/ /43*	8/ 1/44	11/15/43
DD649 -	12/15/41			12/ /42*	5/ /43*		1/ 1/44
DD665 -	1/ 8/42			12/ /42*	7/ /43*		5/ 1/44
Navy Yard, Norfolk Portsmouth, Va.							
<i>(1620 & 1630 ton)</i>							
DD638 - HERNDON	12/16/40	5,833	2,700	8/26/41	2/ 5/42*	5/ 1/43	5/ 1/43
DD639 - SCHUBRICK	12/16/40	5,833	2,700	2/17/42*	5/30/42*	6/15/43	6/15/43
GULF							
Consolidated Steel Corp. Ltd. Orange, Texas							
<i>(2100 ton)</i>							
DD569 - AULICK	9/ 9/40	8,535	3,450	5/14/41	3/ 2/42*	7/ 9/43	10/28/42
DD570 - CHARLES AUSBURN	9/ 9/40	8,535	3,450	5/14/41	3/15/42*	8/24/43	11/11/42
DD571 - CLAXTON	9/ 9/40	8,535	3,450	6/25/41	4/ 1/42*	10/ 9/43	11/24/42
DD572 - DYSON	9/ 9/40	8,535	3,450	6/25/41	4/15/42*	11/24/43	12/ 8/42
DD573 - HARRISON	9/ 9/40	8,535	3,450	7/25/41	5/ 1/42*	1/ 9/44	12/20/42
DD574 - JOHN RODGERS	9/ 9/40	8,535	3,450	7/25/41	5/15/42*	2/24/44	12/31/42
DD575 - MCKEE	9/ 9/40	8,535	3,450	3/ 2/42*	10/ 1/42*	4/ 9/44	5/ 1/43
DD576 - MURRAY	9/ 9/40	8,535	3,450	3/15/42*	10/15/42*	5/24/44	5/15/43
DD577 - SPROSTON	9/ 9/40	8,535	3,450	4/ 1/42*	11/ 1/42*	7/ 9/44	6/ 1/43
DD578 - WICKES	9/ 9/40	8,535	3,450	4/15/42*	11/15/42*	8/24/44	6/15/43
DD579 - WILLIAM D. PORTER	9/ 9/40	8,535	3,450	5/ 1/42*	12/12/42*	10/ 9/44	7/ 1/43
DD580 - YOUNG	9/ 9/40	8,535	3,450	5/15/42*	12/15/42*	11/24/44	7/15/43
Gulf S.B. Corp. Mobile, Ala.							
<i>(2100 ton)</i>							
DD550 - CAPPS	9/ 9/40	9,678	3,450	6/12/41	4/15/42*	7/ 9/43	6/15/43
DD551 - DAVID W. TAYLOR	9/ 9/40	9,678	3,450	6/12/41	6/15/42*	1/ 9/44	8/15/43
DD552 - EVANS	9/ 9/40	9,678	3,450	7/21/41	9/ 1/42*	6/ 9/44	10/15/43
DD553 - JOHN D. HENLEY	9/ 9/40	9,678	3,450	7/21/42	11/ 1/42*	11/ 9/44	12/15/43
DD654	12/15/41			6/ 1/42*	4/15/43*		3/ 1/44
DD655	12/15/41			10/ 1/42*	7/ 1/43*		4/15/44
DD656	12/15/41			12/ 1/42*	9/ 1/43*		5/31/44

* Estimated Dates
 * Bureau Estimate

PROGRESS OF DESTROYER CONSTRUCTION

Scheduled Construction versus Actual Progress
2,100 tons

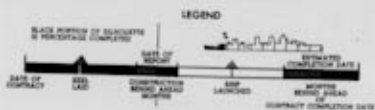
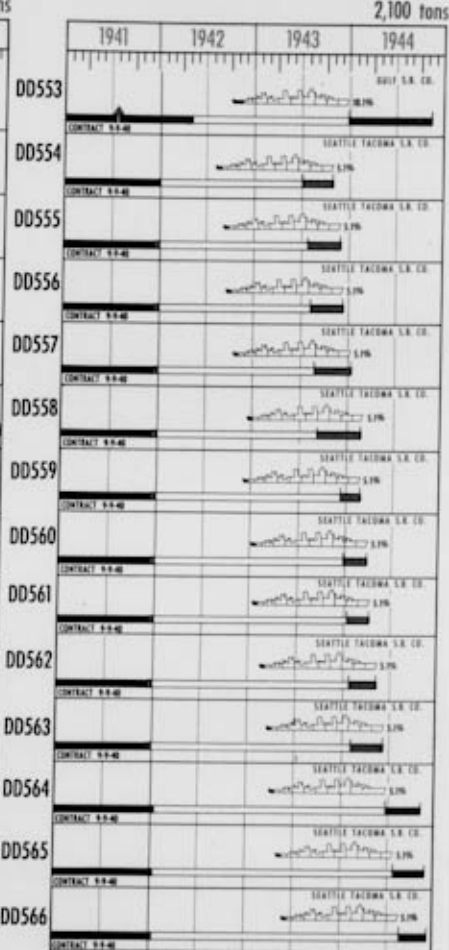
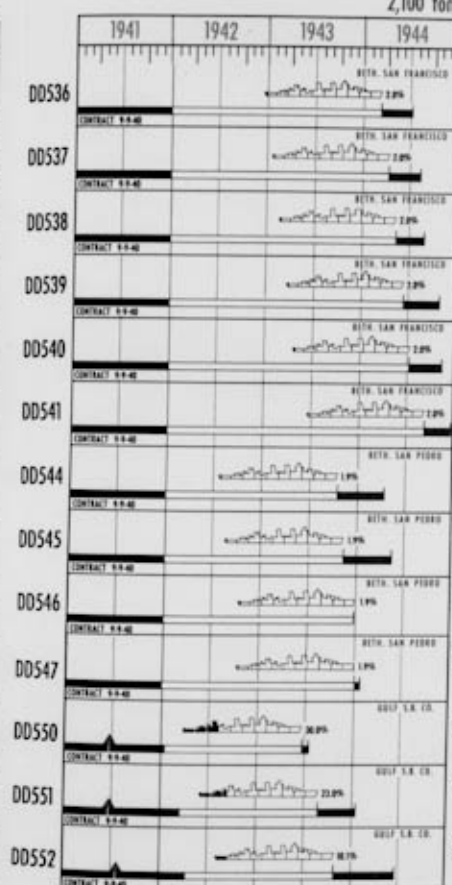
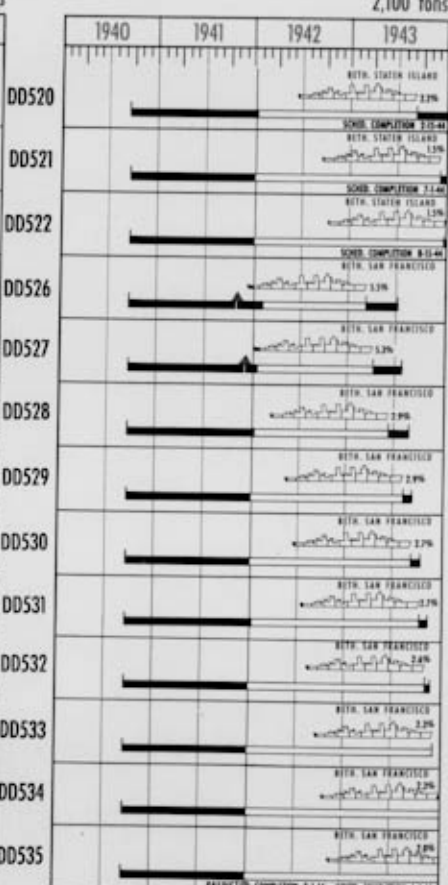
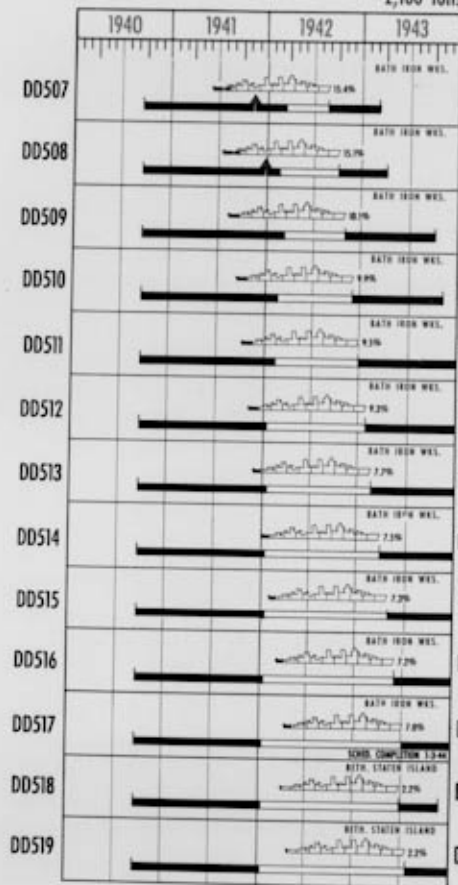


CHART 8 PART 3-11

DESTROYERS

STATISTICAL SUMMARY OF DESTROYERS

VESSELS	DATE OF CONTRACT	ESTIMATED COST THOUSANDS OF DOLLARS		KEEL LAID	LAUNCHED	COMPLETION DATE	
		HULL AND MACHINERY C & M	ORDNANCE AND ARMOR AA & A			ORIGINAL CONTRACT	PRESENT PREDICTED
WEST COAST							
Bethlehem Steel Co., Union Plant San Francisco, Calif.							
(1620 & 1630 ton)							
DD459 - LAFFEY	7/ 1/40	7,871	3,700	1/13/41	10/30/41	3/ 1/42	4/ 1/42
DD460 - WOODWORTH	7/ 1/40	7,871	3,700	1/13/41	11/29/41	4/ 1/42	5/ 1/42
DD605 - CALDWELL	12/16/40	7,871	2,700	3/24/41	1/15/42*	8/ 1/42	6/15/42
DD606 - COGHLAN	12/16/40	7,871	2,700	3/28/41	2/ 1/42*	9/ 1/42	7/15/42
DD607 - FRAZIER	12/16/40	7,871	2,700	7/15/41	4/ 1/42*	10/ 1/42	9/15/42
DD608 - GANSEVOORT	12/16/40	7,871	2,700	8/16/41	3/15/42*	10/15/42	8/15/42
DD609 - GILLESPIE	12/16/40	7,871	2,700	8/16/41	4/15/42*	11/ 1/42	10/15/42
DD610 - HOBBS	12/16/40	7,871	2,700	8/30/41	6/ 1/42*	12/ 1/42	11/15/42
DD611 - KALK	12/16/40	7,871	2,700	8/30/41	6/15/42*	12/31/42	12/15/42
(2100 ton)							
DD526 - ABNER READ	9/ 9/40	9,654	3,400	10/30/41	9/15/42*	7/ 1/43	3/ 1/43
DD527 - AMMEN	9/ 9/40	9,654	3,400	11/29/41	10/15/42*	7/15/43	4/ 1/43
DD528 - MULLANY	9/ 9/40	9,654	3,400	2/15/42*	12/15/42*	8/16/43	6/ 1/43
DD529 - BUSH	9/ 9/40	9,654	3,400	2/ 1/42*	1/ 1/43*	9/ 1/43	8/ 1/43
DD530 - TRATHEN	9/ 9/40	9,654	3,400	4/ 1/42*	2/15/43*	10/ 1/43	9/ 1/43
DD531 - HAZELWOOD	9/ 9/40	9,654	3,400	4/15/42*	3/15/43*	11/ 1/43	10/ 1/43
DD532 - HEERMAN	9/ 9/40	9,654	3,400	5/ 1/42*	3/ 1/43*	11/15/43	11/ 1/43
DD533 - HOEL	9/ 9/40	9,654	3,400	6/15/42*	4/15/43*	12/ 1/43	12/ 1/43
DD534 - McCORD	9/ 9/40	9,654	3,400	7/ 1/42*	5/15/43*	12/31/43	12/31/43
DD535 - MILLER	9/ 9/40	9,654	3,400	10/ 1/42*	8/ 1/43*	6/ 1/44	2/ 1/44
DD536 - OWEN	9/ 9/40	9,654	3,400	11/ 1/42*	9/ 1/43*	7/ 1/44	3/ 1/44
DD537 - PUTNAM	9/ 9/40	9,654	3,400	1/ 1/43*	10/ 1/43*	8/ 1/44	4/ 1/44
DD538 - STEPHEN POTTER	9/ 9/40	9,654	3,400	1/15/43*	10/15/43*	8/15/44	5/ 1/44
DD539 - TINGEY	9/ 9/40	9,654	3,400	4/ 1/43*	1/ 1/44*	10/15/44	6/ 1/44
DD540 - TWINING	9/ 9/40	9,654	3,400	3/ 1/43*	12/15/43*	11/ 1/44	7/ 1/44
DD541 - YARNALL	9/ 9/40	9,654	3,400	3/15/43*	1/15/44*	12/15/44	9/ 1/44
Bethlehem Steel Co., San Pedro San Pedro, Calif.							
(1620 & 1630 ton)							
DD612 - KENDRICK	12/16/40	7,846	2,700	5/ 1/41	4/ 1/42*	11/ 1/42	10/ 1/42
DD613 - LAUB	12/16/40	7,846	2,700	5/ 1/41	5/ 1/42*	12/ 1/42	11/ 1/42
DD614 - MacKENZIE	12/16/40	7,846	2,700	5/29/41	6/ 1/42*	1/15/43	12/ 1/42
DD615 - McLANAHAN	12/16/40	7,846	2,700	5/29/41	7/ 1/42*	2/15/43	12/28/42
(2100 ton)							
DD544 - BOYD	9/ 9/40	9,584	3,250	4/15/42*	4/15/43*	4/ 1/44	10/ 1/43
DD545 - BRADFORD	9/ 9/40	9,584	3,250	5/15/42*	5/15/43*	5/ 1/44	11/ 1/43
DD546 - BROWN	9/ 9/40	9,584	3,250	6/15/42*	6/15/43*	12/15/43	12/ 1/43
DD547 - COWELL	9/ 9/40	9,584	3,250	7/15/42*	7/15/43*	1/15/44	12/31/43
Seattle Tacoma S.B. Corp. Seattle, Wash.							
(1620 & 1630 ton)							
DD493 - CARMICK	9/ 9/40	7,252	3,250	5/29/41	3/15/42*	2/ 1/43	11/ 2/42
DD494 - DOYLE	9/ 9/40	7,252	3,250	5/26/41	4/ 1/42*	2/15/43	11/16/42
DD495 - ENDICOTT	9/ 9/40	7,252	3,250	5/ 1/41	4/15/42*	3/ 1/43	11/28/42
DD496 - McCOOK	9/ 9/40	7,252	3,250	5/ 1/41	5/ 1/42*	3/15/43	12/14/42
DD497 - FRANKFORD	9/ 9/40	7,252	3,250	6/ 5/41	5/15/42*	3/31/43	12/29/42
DD624 - BALDWIN	12/16/40	7,301	2,700	7/19/41	6/ 1/42*	12/31/43	3/15/43
DD625 - HARDING	12/16/40	7,301	2,700	7/22/41	6/15/42*	12/31/43	4/ 1/43
DD626 - SATTERLEE	12/16/40	7,301	2,700	9/10/41	7/15/42*	12/31/43	4/15/43
DD627 - THOMPSON	12/16/40	7,301	2,700	9/22/41	8/15/42*	12/31/43	5/ 1/43
DD628 - WELLES	12/16/40	7,301	2,700	9/27/41	9/15/42*	12/31/43	5/15/43
(2100 ton)							
DD564 - FRANKS	9/ 9/40	8,935	3,450	4/ 1/42*	3/ 1/43*	6/30/43	10/15/43
DD565 - HAGGARD	9/ 9/40	8,935	3,450	4/15/42*	3/15/43*	7/15/43	11/15/43
DD566 - HAILEY	9/ 9/40	8,935	3,450	5/ 1/42*	4/ 1/43*	7/31/43	12/ 1/43
DD567 - JOHNSTON	9/ 9/40	8,935	3,450	5/15/42*	4/10/43*	8/16/43	1/ 3/44
DD568 - LAWS	9/ 9/40	8,935	3,450	6/ 1/42*	4/20/43*	8/31/43	2/ 1/44
DD569 - LONGSHAW	9/ 9/40	8,935	3,450	6/15/42*	5/ 1/43*	12/ 1/43	2/15/44
DD580 - MORRISON	9/ 9/40	8,935	3,450	7/ 1/42*	5/10/43*	12/15/43	3/15/44
DD561 - PRICHETT	9/ 9/40	8,935	3,450	7/20/42*	5/20/43*	1/ 3/44	4/ 1/44
DD582 - ROBINSON	9/ 9/40	8,935	3,450	8/20/42*	6/ 1/43*	1/15/44	5/ 1/44
DD583 - ROSS	9/ 9/40	8,935	3,450	9/20/42*	6/15/43*	1/31/44	6/ 1/44

* Estimated Dates

STATISTICAL SUMMARY OF DESTROYERS

VESSELS	DATE OF CONTRACT	ESTIMATED COST THOUSANDS OF DOLLARS		KEEL LAID	LAUNCHED	COMPLETION DATE	
		HULL AND MACHINERY C & M	ORDNANCE AND ARMOR AA & A			ORIGINAL CONTRACT	PRESENT PREDICTED
<i>(2100 ton) (Cont'd)</i>							
DD564 - ROWE	9/ 9/40	8,935	3,450	3/ 1/43*	11/ 1/43*	10/31/44	8/15/44
DD565 - SMALLEY	9/ 9/40	8,935	3,450	3/15/43*	11/15/43*	11/15/44	7/15/44
DD566 - STODDARD	9/ 9/40	8,935	3,450	4/ 1/43*	12/ 1/43*	11/30/44	8/15/44
DD567 - WATTS	9/ 9/40	8,935	3,450	4/15/43*	1/ 1/44*	12/15/44	9/ 1/44
DD568 - WREN	9/ 9/40	8,935	3,450	5/ 1/43*	2/ 1/44*	12/30/44	10/ 2/44
Navy Yard, Puget Sound Bremington, Wash.							
<i>(2100 ton)</i>							
DD480 - HALFORD	6/28/40	7,145	3,700	6/ 3/41	8/ 1/42*	2/ 1/43	3/ 1/43
DD481 - LEUTZE	6/28/40	7,145	3,700	6/ 3/41	8/ 1/42*	4/ 1/43	4/ 1/43
DD592 - HOWARTH	9/ 9/40	7,145	3,450	11/26/41	8/ 1/42*	6/ 1/43	5/ 1/43
DD593 - KILLEN	9/ 9/40	7,145	3,450	11/26/41	8/ 1/42*	8/ 1/43	6/ 1/43
DD594 - MANSFIELD	9/ 9/40	7,145	3,450	8/ 5/42*	4/ 1/43*	10/ 1/43	12/ 1/43
DD595 - METCALF	9/ 9/40	7,145	3,450	8/ 5/42*	4/ 1/43*	12/ 1/43	1/ 1/44
DD596 - SHIELDS	9/ 9/40	7,145	3,450	8/ 5/42*	9/ 1/43*	2/ 1/44	5/15/44
DD597 - WILEY	9/ 9/40	7,145	3,450	8/ 5/42*	9/ 1/43*	4/ 1/44	6/15/44
Total		1,529,069	621,200				

* Estimated Dates



PROGRESS OF DESTROYER CONSTRUCTION

Scheduled Construction versus Actual Progress
2,100 tons

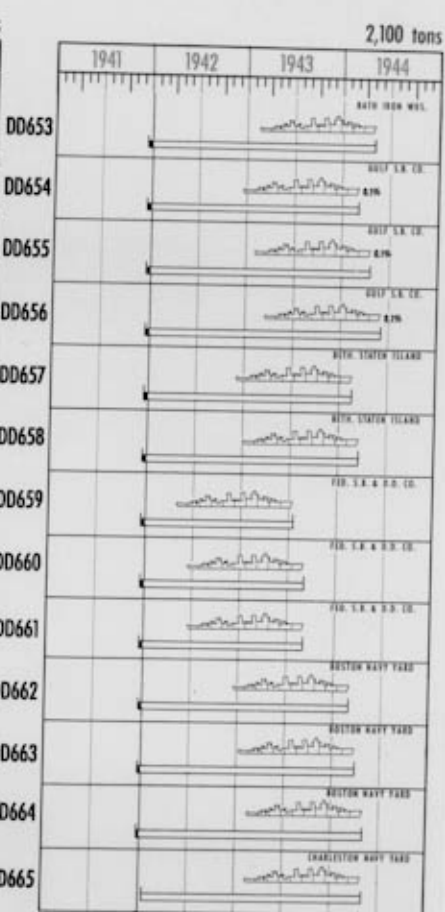
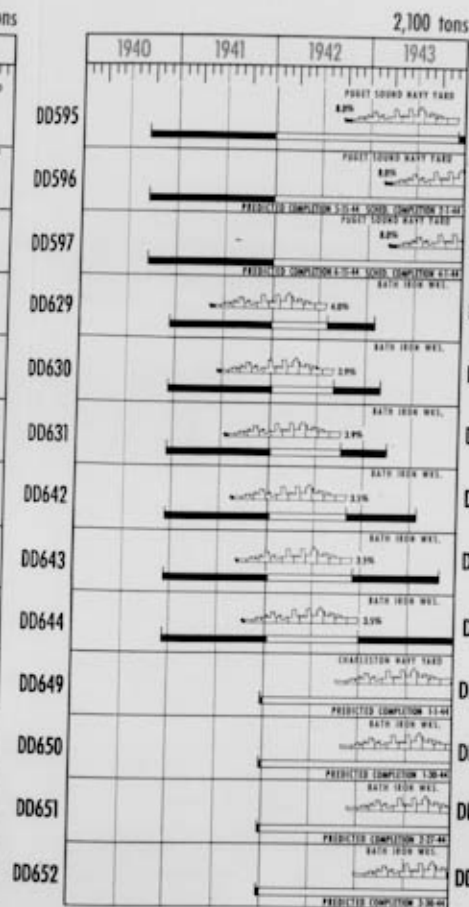
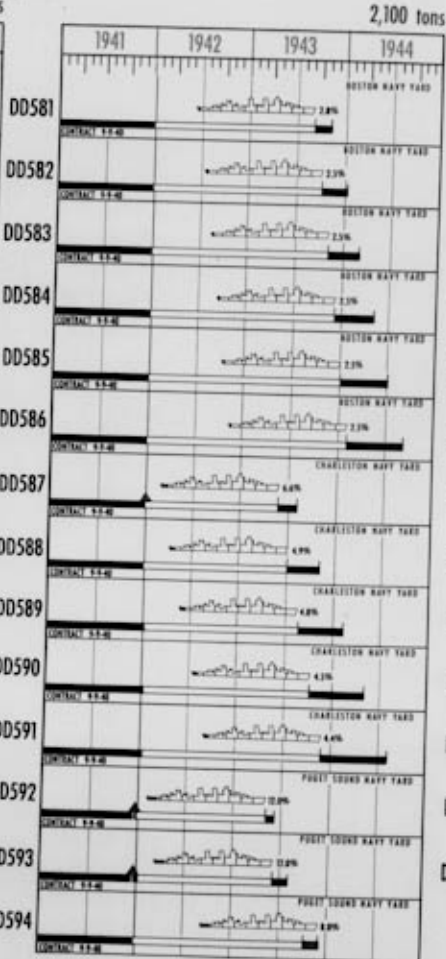
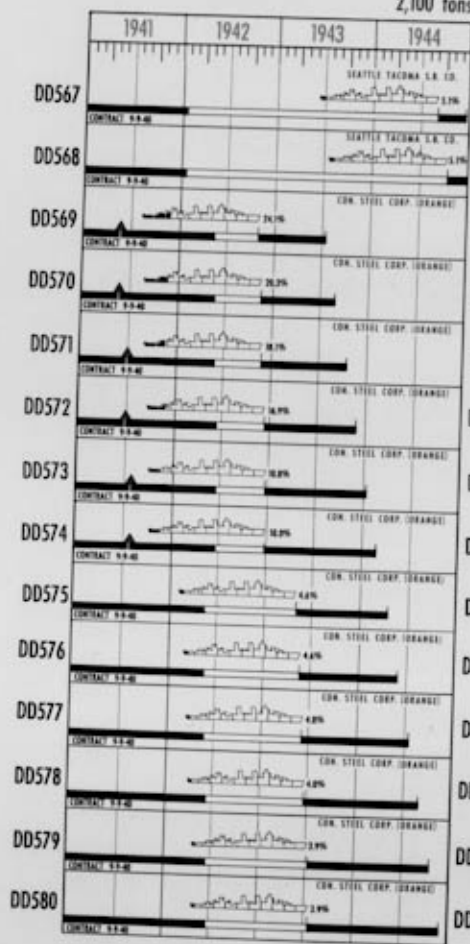


CHART 8 PART 4-12

DESTROYERS

STATISTICAL SUMMARY OF SUBMARINES

SHIPBUILDING SCHEDULE - VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

VESSELS	COMPLETED		ON ORDER JAN. 10 1942	OVER DUE	PREDICTED COMPLETION DATES			
	11 JUNE 1940 JUNE 1941	JULY- JAN. 10 1942			JAN.-JUNE 1942	JULY-DEC. 1942	1943	AFTER 1943
Submarines	12	3	94	0	11	15	30	29

PERCENT OF COMPLETION - VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

TYPE	SHIPS ON ORDER	DISTRIBUTION OF SHIPS BY PERCENT OF COMPLETION				
		0-5%	5-25%	25-50%	50-75%	75-99%
Submarines	94	46	20	11	8	9

VESSELS UNDER CONSTRUCTION - 1 JANUARY 1942

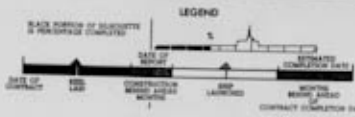
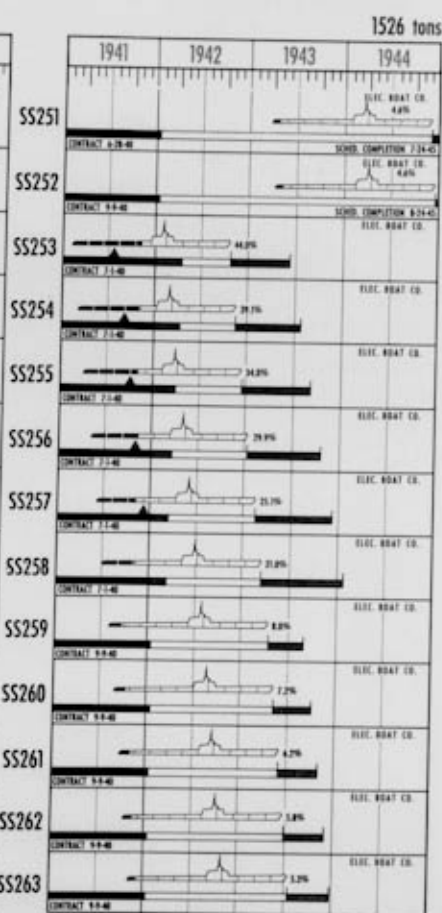
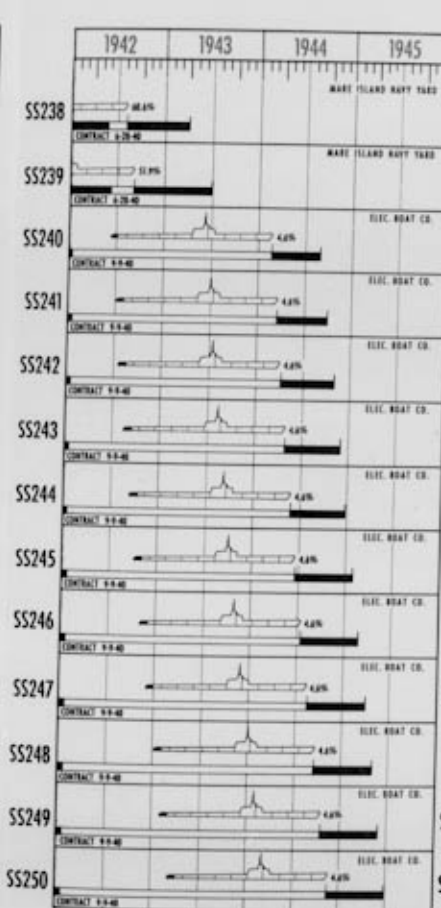
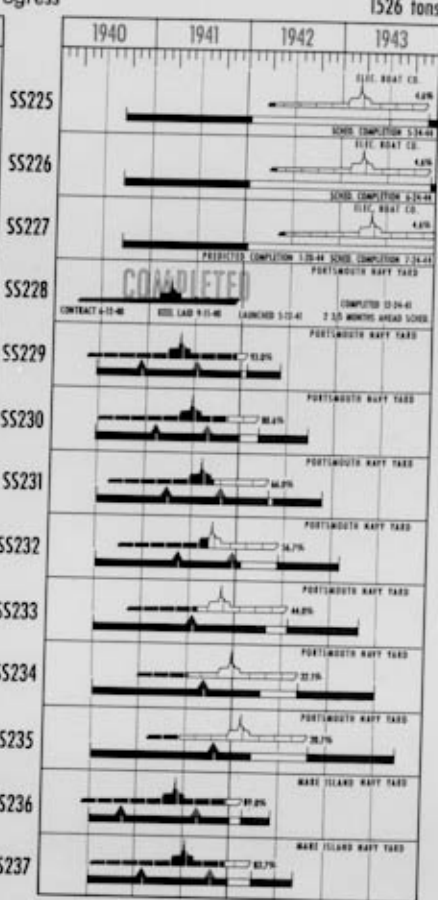
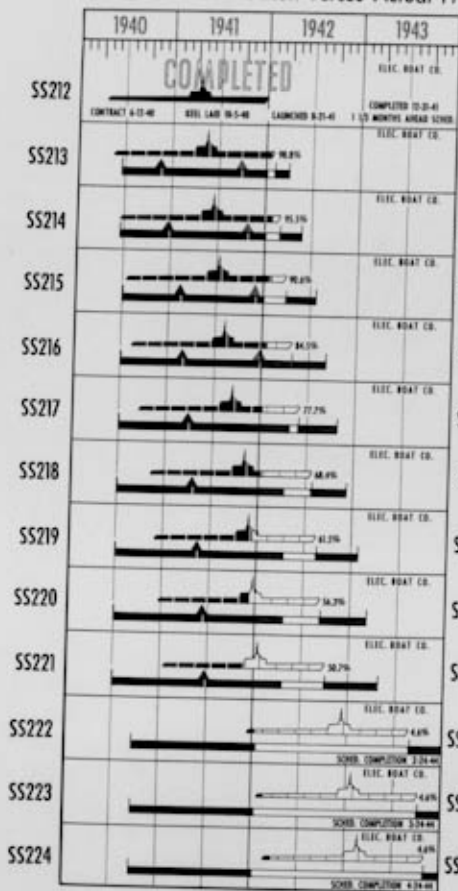
VESSELS	DATE OF CONTRACT	ESTIMATED COST THOUSANDS OF DOLLARS		KEEL LAID	LAUNCHED	COMPLETION DATE	
		HULL AND MACHINERY C & M	ORDNANCE AND ARMOR AA & A			ORIGINAL CONTRACT	PRESENT PREDICTED
NORTH ATLANTIC							
Cramp Shipbuilding Co. Philadelphia, Pa.							
(1526 ton)							
SS292	12/24/41			3/ 1/42	4/ 1/43		11/ 1/43
SS293	12/24/41			5/ 1/42	6/ 1/43		1/ 1/44
SS294	12/24/41			7/ 1/42	8/ 1/43		3/ 1/44
SS295	12/24/41			9/ 1/42	9/ 1/43		5/ 1/44
SS296	12/24/41			12/15/42	11/15/43		8/15/44
SS297	12/24/41			2/ 1/43	1/ 1/44		8/ 1/44
SS298	12/24/41			3/15/43	2/15/44		9/15/44
SS299	12/24/41			5/ 1/43	4/ 1/44		11/ 1/44
SS300	12/24/41			8/ 1/43	5/ 1/44		12/ 1/44
SS301	12/24/41			9/ 1/43	8/ 1/44		1/ 1/45
SS302	12/24/41			10/ 1/43	7/ 1/44		2/ 1/45
SS303	12/24/41			11/ 1/43	8/ 1/44		3/ 1/45
Electric Boat Co.							
Groton, Conn.							
SS213 - GREENLING	6/12/40	6,041	1,025	11/12/40	9/20/41	3/27/42	1/21/42
SS214 - GROUPER	6/12/40	6,041	1,025	12/28/40	10/27/41	5/12/42	2/23/42
SS215 - GROWLER	7/ 1/40	5,417	1,025	2/10/41	11/22/41	7/16/42	3/21/42
SS216 - GRUNION	7/ 1/40	5,417	1,025	3/ 1/41	12/22/41	9/ 1/42	4/20/42
SS217 - GUARDFISH	7/ 1/40	5,417	1,025	4/ 1/41	1/21/42*	10/16/42	5/20/42
SS218 - ALBACORE	7/ 1/40	5,417	1,025	4/21/41	2/14/42*	12/ 1/42	7/14/42
SS219 - AMBERJACK	7/ 1/40	5,417	1,025	5/15/41	3/ 7/42*	1/16/43	8/ 6/42
SS220 - BARB	7/ 1/40	5,417	1,025	6/ 7/41	4/ 1/42*	3/ 1/43	9/ 1/42
SS221 - BLACKFISH	7/ 1/40	5,417	1,025	7/ 1/41	4/21/42*	4/16/43	9/21/42
SS222 - BLUEFISH	9/ 9/40	5,387	1,025	6/15/42*	3/20/43*	2/24/44	8/19/43
SS223 - BONEFISH	9/ 9/40	5,387	1,025	7/14/42*	4/21/43*	3/24/44	9/21/43
SS224 - COD	9/ 9/40	5,387	1,025	8/14/42*	5/21/43*	4/24/44	10/21/43
SS225 - CERO	9/ 9/40	5,387	1,025	9/14/42*	6/21/43*	5/24/44	11/20/43
SS226 - CORVINA	9/ 9/40	5,387	1,025	10/14/42*	7/21/43*	6/24/44	12/21/43
SS227 - DARTER	9/ 9/40	5,493	1,025	11/14/42*	8/21/43*	7/24/44	1/20/44
SS240 - ANGLER	9/ 9/40	5,493	1,100	12/ 7/42*	9/14/43*	8/24/44	2/14/44
SS241 - BASHAW	9/ 9/40	5,493	1,100	1/ 2/43*	10/ 7/43*	9/24/44	3/ 7/44
SS242 - BLUEGILL	9/ 9/40	5,493	1,100	1/21/43*	11/ 1/43*	10/24/44	4/ 1/44
SS243 - BREAM	9/ 9/40	5,493	1,100	2/15/43*	11/20/43*	11/24/44	4/19/44
SS244 - CAVALLA	9/ 9/40	5,493	1,100	3/ 8/43*	12/15/43*	12/24/44	5/15/44
SS245 - COBIA	9/ 9/40	5,493	1,100	4/ 1/43*	1/ 7/44*	1/24/45	6/ 7/44
SS246 - CROAKER	9/ 9/40	5,493	1,100	5/ 1/43*	2/ 7/44*	2/24/45	7/ 6/44
SS247 - DACE	9/ 9/40	5,493	1,100	6/ 1/43*	3/ 7/44*	3/24/45	8/ 7/44
SS248 - DORADO	9/ 9/40	5,493	1,100	7/ 1/43*	4/ 7/44*	4/24/45	9/ 7/44
SS249 - FLASHER	9/ 9/40	5,493	1,100	8/ 2/43*	5/ 6/44*	5/24/45	10/ 5/44
SS250 - FLIER	9/ 9/40	5,493	1,100	9/ 1/43*	6/ 7/44*	6/24/45	11/ 7/44
SS251 - FLOUNDER	9/ 9/40	5,493	1,100	9/21/43*	7/ 1/44*	7/24/45	12/ 1/44
SS252 - GABILAN	9/ 9/40	5,493	1,100	10/14/43*	7/21/44*	8/24/45	12/21/44
SS253 - GUNNEL	7/ 1/40	5,613	1,100	7/21/41	5/15/42*	6/ 1/43	10/15/42
SS254 - GURNARD	7/ 1/40	5,613	1,100	9/ 2/41	8/ 6/42*	7/16/43	11/ 5/42
SS255 - HADDO	7/ 1/40	5,613	1,100	10/ 1/41	7/ 7/42*	9/ 1/43	12/ 7/42
SS256 - HAKE	7/ 1/40	5,613	1,100	11/ 1/41	8/ 7/42*	10/16/43	1/ 7/43
SS257 - HARDEF	7/ 1/40	5,626	1,100	12/ 1/41	9/ 8/42*	12/ 1/43	2/ 6/43

* Estimated Dates.

PROGRESS OF SUBMARINE CONSTRUCTION

Scheduled Construction versus Actual Progress

1526 tons



TOTAL WORK MONTHS SCHEDULED 3000

TOTAL WORK MONTHS PROGRESS 446

446 WORK MONTHS GAINED

SUBMARINES



COMPLETED JUNE 11, 1940 TO JANUARY 10, 1942

Name and Number	Builder	Date
SS199 TAUTOG	Electric Boat	7/ 3/40
SS200 THRESHER	Electric Boat	8/27/40
SS201 TRITON	Portsmouth Navy Yard	11/11/40
SS202 TROUT	Portsmouth Navy Yard	12/31/40
SS203 TUNA	Mare Island Navy Yard	3/ 1/41
SS204 MACKEREL	Electric Boat	3/31/41
SS205 MARLIN	Portsmouth Navy Yard	9/27/41
SS206 GAR	Electric Boat	4/14/41
SS207 GRAMPUS	Electric Boat	5/23/41
SS208 GRAYBACK	Electric Boat	6/30/41
SS209 GRAYLING	Portsmouth Navy Yard	4/15/41
SS210 GRENADIER	Portsmouth Navy Yard	6/14/41
SS211 GUDGEON	Mare Island Navy Yard	6/21/41
SS212 GATO	Electric Boat	12/31/41
SS228 DRUM	Portsmouth Navy Yard	12/24/41

STATISTICAL SUMMARY OF SUBMARINES

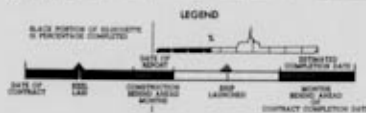
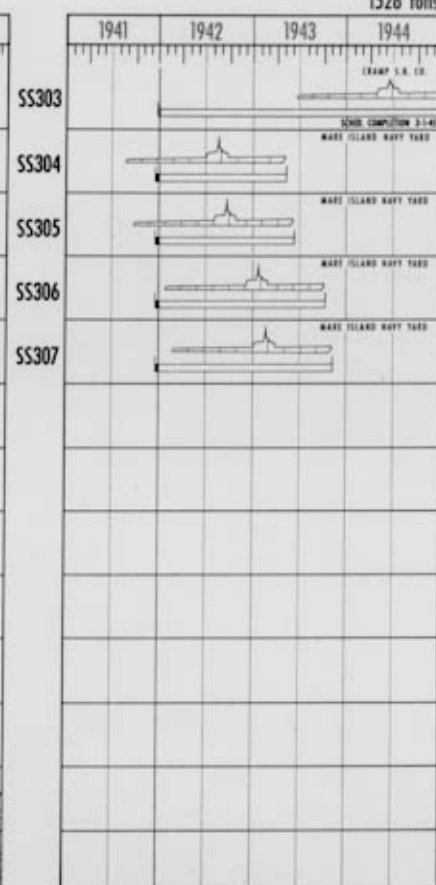
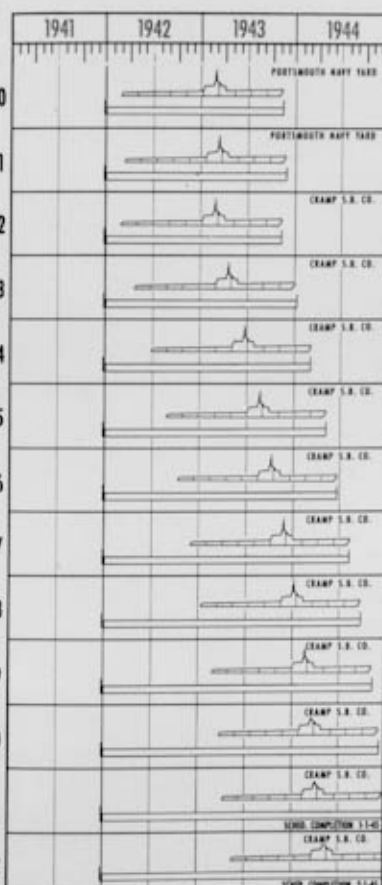
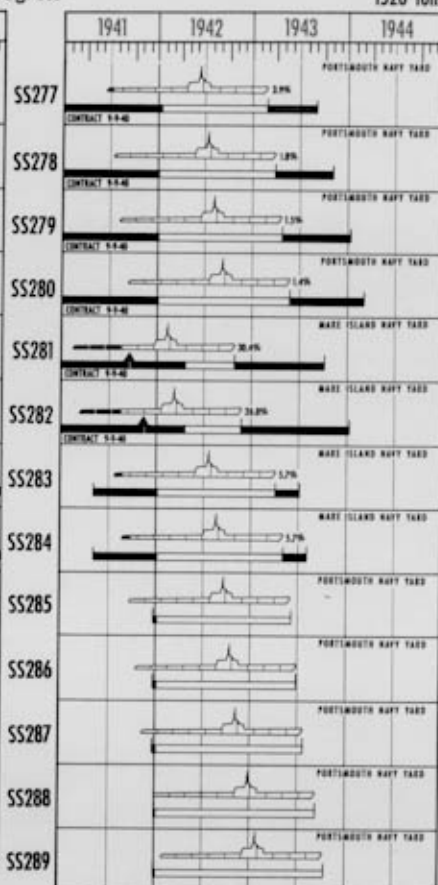
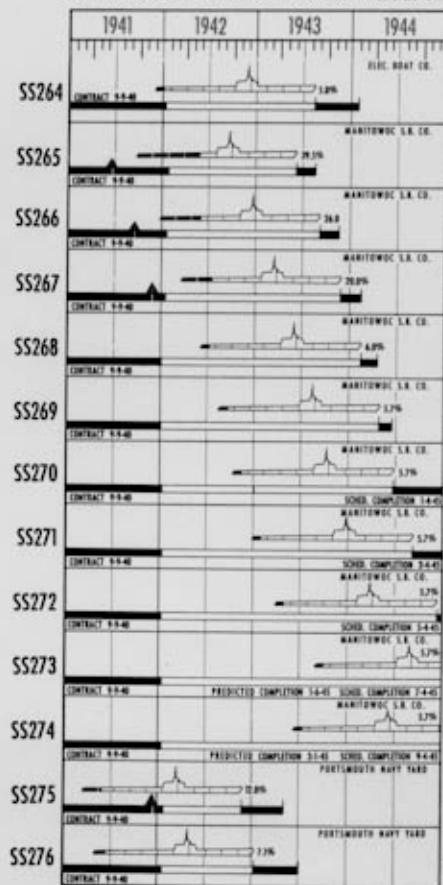
VESSELS	DATE OF CONTRACT	ESTIMATED COST THOUSANDS OF DOLLARS		KEEL LAID	LAUNCHED	COMPLETION DATE	
		HULL AND MACHINERY C & M	ORDNANCE AND ARMOR AA & A			ORIGINAL CONTRACT	PRESENT PREDICTED
ELECTRIC BOAT CO. (Cont'd)							
SS258 - HOE	7/ 1/40	5,628	1,100	1/ 2/41	10/ 7/42*	1/16/44	3/ 6/43
SS259 - JACK	9/ 9/40	5,587	1,100	2/ 2/42*	11/ 7/42*	8/24/43	4/ 6/43
SS260 - LAPON	9/ 9/40	5,587	1,100	2/21/42*	12/ 1/42*	9/24/43	5/ 1/43
SS261 - MINGO	9/ 9/40	5,587	1,100	3/14/42*	12/21/42*	10/24/43	5/20/43
SS262 - MUSKALLUNGE	9/ 9/40	5,587	1,100	4/ 7/42*	1/15/43*	11/24/43	6/15/43
SS263 - PADDLE	9/ 9/40	5,587	1,100	5/ 1/42*	2/ 6/43*	12/24/43	7/ 6/43
SS264 - PARGO	9/ 9/40	5,587	1,100	5/21/42*	3/ 1/43*	1/24/44	8/ 2/43
Navy Yard, Portsmouth Portsmouth, N. H.							
(1526 ton)							
SS229 - FLYING FISH	6/12/40	6,349	1,025	12/ 6/40	7/ 9/41	5/27/42	1/24/42
SS230 - FINBACK	6/12/40	6,349	1,025	2/ 5/41	8/25/41	9/12/42	3/ 7/42
SS231 - HADDOCK	6/28/40	6,349	1,025	3/31/41	10/20/41	11/12/42	4/25/42
SS232 - HALIBUT	6/28/40	6,266	1,025	5/16/41	12/ 3/41	1/28/43	6/ 6/42
SS233 - HERRING	6/28/40	6,266	1,025	7/14/41	1/15/42*	4/12/43	7/25/42
SS234 - KINGFISH	6/28/40	6,266	1,025	8/29/41	2/25/42*	6/28/43	9/ 5/42
SS235 - SHAD	6/28/40	6,266	1,025	10/24/41	4/24/42*	9/12/43	10/17/42
SS275 - RUNNER	9/ 9/40	6,326	1,100	12/ 8/41	6/ 8/42*	5/ 1/43	11/28/42
SS276 - SAWFISH	9/ 9/40	6,326	1,100	1/19/42*	7/16/42*	7/ 1/43	1/ 9/43
SS277 - SCAMP	9/ 9/40	6,326	1,100	3/ 1/42*	8/29/42*	9/ 1/43	2/20/43
SS278 - SCORPION	9/ 9/40	6,326	1,100	4/ 1/42*	10/27/42*	11/ 1/43	3/20/43
SS279 - SNOOK	9/ 9/40	6,326	1,100	4/28/42*	12/ 8/42*	1/ 2/44	4/18/43
SS280 - STEELHEAD	9/ 9/40	6,326	1,100	7/21/42*	1/16/43*	3/ 1/44	5/15/43
SS285	12/15/41			6/15/42*	1/ 1/43*		6/ 1/43
SS286	12/15/41			7/ 5/42*	1/20/43*		6/20/43
SS287	12/15/41			8/ 1/42*	2/15/43*		7/15/43
SS288	12/24/41			9/19/42*	4/ 4/43*		9/ 4/43
SS289	12/24/41			10/19/42*	5/ 3/43*		10/ 3/43
SS290	12/24/41			11/17/42*	6/ 2/43*		11/ 2/43
SS291	12/24/41			12/10/42*	6/25/43*		11/24/43
GREAT LAKES							
Manitowoc Shipbuilding Co. Manitowoc, Wisc.							
SS265 - PETO	9/ 9/40	5,642	1,100	6/18/41	6/15/42*	8/ 4/43	6/ 1/43
SS266 - POGY	9/ 9/40	5,642	1,100	9/15/41	9/15/42*	11/ 4/43	9/ 1/43
SS267 - POMPON	9/ 9/40	5,642	1,100	11/26/41	12/10/42*	2/ 4/44	11/24/43
SS268 - PUFFER	9/ 9/40	5,642	1,100	3/ 1/42	2/24/43*	4/ 4/44	2/ 6/44
SS269 - RASHER	9/ 9/40	5,642	1,100	5/15/42*	5/ 8/43*	6/ 4/44	4/18/44
SS270 - RATON	9/ 9/40	5,642	1,100	8/ 1/42*	7/18/43*	1/ 4/45	6/24/44
SS271 - RAY	9/ 9/40	5,642	1,100	10/15/42*	9/27/43*	3/ 4/45	9/ 1/44
SS272 - REDFIN	9/ 9/40	5,642	1,100	1/ 1/43*	12/ 6/43*	5/ 4/45	12/ 6/44
SS273 - ROBALO	9/ 9/40	5,642	1,100	3/15/43*	2/12/44*	7/ 4/45	1/ 6/45
SS274 - ROCK	9/ 9/40	5,642	1,100	5/15/43*	4/ 9/44*	9/ 4/45	3/ 1/45
WEST COAST							
Navy Yard, Mare Island Mare Island, Calif.							
SS236 - SILVERSIDES	6/28/40	6,414	1,025	11/ 4/40	8/26/41	5/28/42	2/14/42
SS237 - TRIGGER	6/28/40	6,414	1,025	2/ 1/41	10/22/41	6/28/42	4/ 1/42
SS238 - WAHOO	6/28/40	6,414	1,025	6/28/41	2/14/42*	3/28/43	6/ 1/42
SS239 - WHALE	6/28/40	6,414	1,025	6/28/41	3/14/42*	6/28/43	9/ 1/42
SS281 - SUNFISH	9/ 9/40	6,395	1,100	9/25/41	5/ 1/42*	10/ 1/43	10/15/42
SS282 - TUNNY	9/ 9/40	6,395	1,100	11/10/41	6/ 1/42*	1/ 2/44	11/15/42
SS283 - TINOSA	4/29/41	7,341	1,100	3/ 2/42*	10/ 1/42*	7/ 1/43	4/ 1/43
SS284 - TULLIBEE	4/29/41	7,341	1,100	4/ 1/42*	11/ 2/42*	8/ 1/43	5/ 1/43
SS304	12/15/41			5/ 1/42*	12/ 1/42*		5/ 1/43
SS305	12/15/41			6/ 1/42*	1/ 1/43*		6/ 1/43
SS306	12/15/41			10/ 1/42*	5/ 1/43*		10/ 1/43
SS307	12/15/41			11/ 2/42*	6/ 1/43*		11/ 1/43
Total		412,681	76,150				

* Estimated Dates.

PROGRESS OF SUBMARINE CONSTRUCTION

Scheduled Construction versus Actual Progress

1526 tons



1526 tons

CHART 9 PART 2-11

SUBMARINES

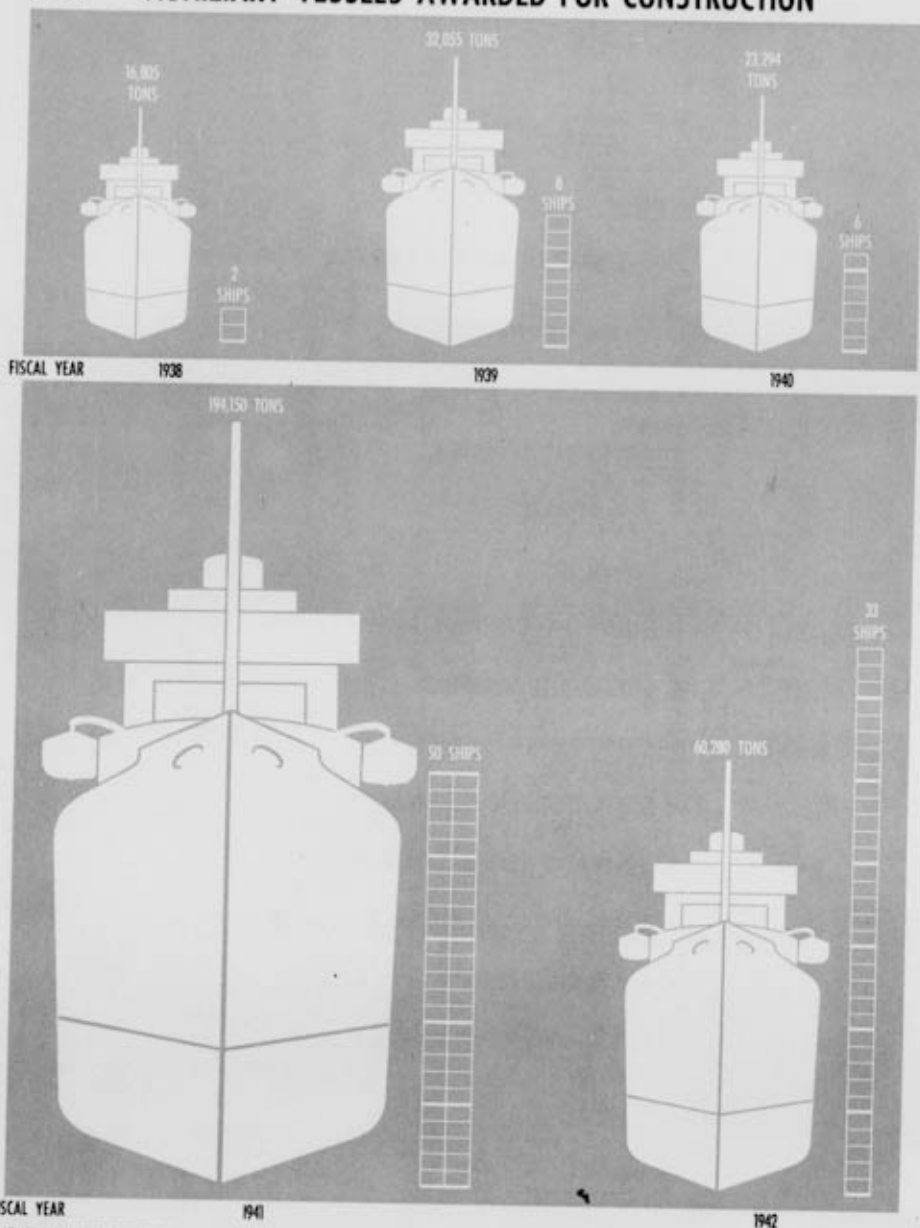
PART III

AUXILIARY VESSELS

- DESTROYER TENDERS
- NET LAYERS
- GASOLINE TANKERS
- TRANSPORTS
- REPAIR SHIPS
- HEAVY HULL REPAIR SHIPS
- SUBMARINE TENDERS
- FLEET TUGS
- SEAPLANE TENDERS (LARGE)
- SEAPLANE TENDERS (SMALL)
- MECHANICAL ARTILLERY TRANSPORTS
- SALVAGE VESSELS
- SUBMARINE RESCUE VESSELS

CHART 1-111

AUXILIARY VESSELS AWARDED FOR CONSTRUCTION




































SCALES FOR AUXILIARY VESSELS ONLY. . . . not comparable to scale for other types of ships

AUXILIARY VESSELS SHOWING PERCENTAGE OF COMPLETION

CHART 7-111 COMPLETED SINCE JUNE 11, 1940

EACH FIGURE REPRESENTS ONE VESSEL

		99-75%	75-50%	50-25%	25-5%	5-0%		
DESTROYER TENDERS	1							
NET LAYERS	0							
GAS TANKERS	0							
TRANSPORTS	0							
MECHANIZED ARTILLERY TRANSPORTS	0							
REPAIR SHIPS	1							
HEAVY HULL REPAIR SHIPS	0							
SALVAGE VESSELS	0							
SUBMARINE TENDERS	1							
SUBMARINE RESCUE VESSELS	0							
FLEET TUGS	0							
SEAPLANE TENDERS (LARGE)	2							
SEAPLANE TENDERS (SMALL)	2	