

THE SHIPS & AIRCRAFT OF THE U.S. FLEET

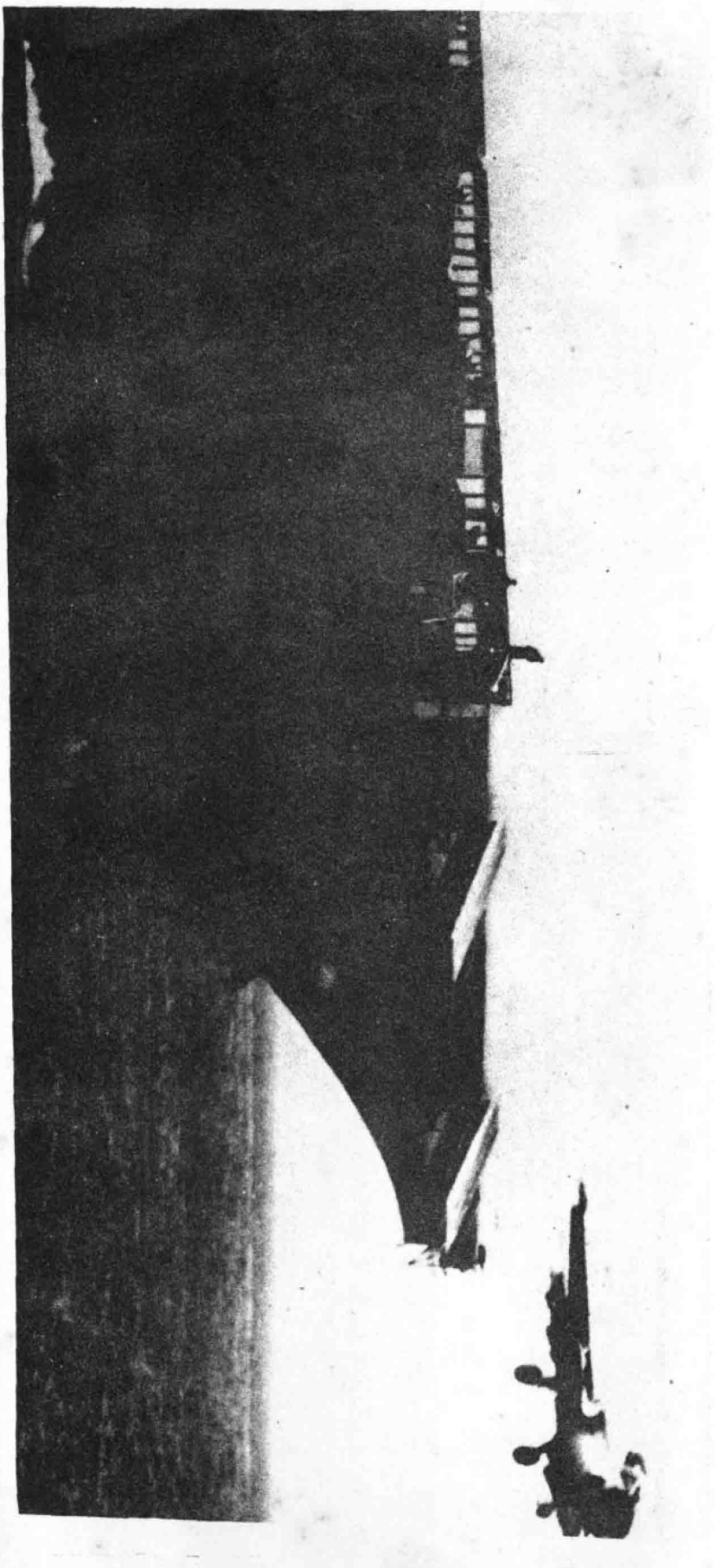
**TENTH EDITION
COMPILED BY SAMUEL L. MORISON
AND JOHN S. ROWE**

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TENTH EDITION
COMPILED BY SAMUEL L. MORISON
AND JOHN S. ROWE
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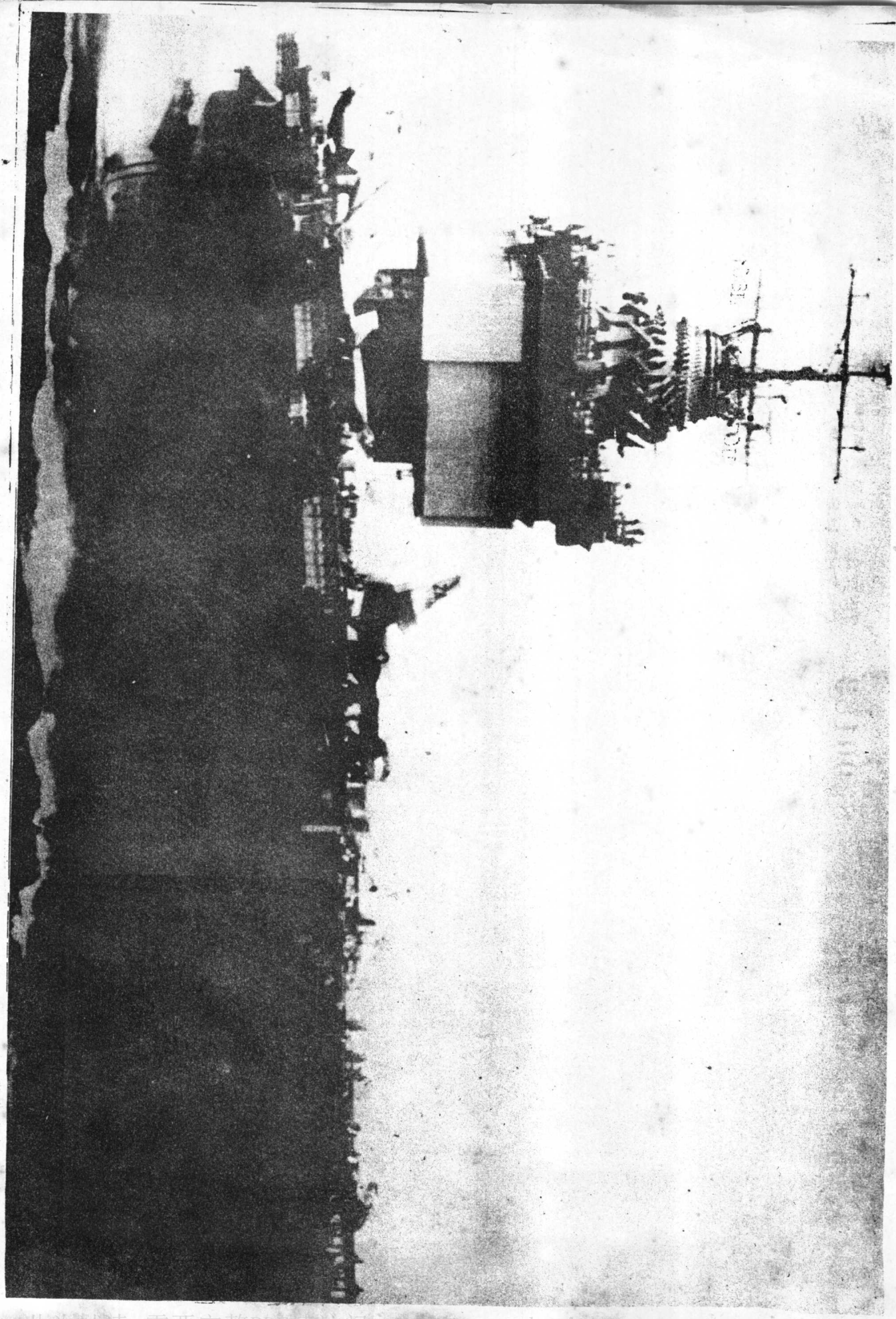
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Cover: The carrier *Ranger* (CVA-61), taking in fueling lines. (Photo: Robert D. Mosser.)

Frontispiece: The carrier *Enterprise* (CVAN-65)

**THE SHIPS & AIRCRAFT
OF THE U.S. FLEET**

1



PREFACE

It has now been some three years since the ninth edition of *The Ships and Aircraft of the U.S. Fleet* appeared. During that time, the Navy has changed just as much as it did in the six years between the eighth and ninth editions. Regrettably, in three years, the Navy has lost over 250 ships to the scrappers, with more scheduled. Others have been sold to foreign countries or sunk as targets.

The basic format of this edition has not essentially changed since the last one. However, one will note several improvements, especially in the appendices, primarily the result of comments received from readers of the ninth edition. The main text in this edition carries the Navy to early 1975, while the addenda update the main text to mid-1975. All data are from official unclassified Navy publications, the editors' own records, and other naval sources.

The editors are grateful to all the people who helped with this edition. It is almost impossible to list the names of everyone, but some individuals, we feel, should be cited. The first is Rear Admiral Samuel E. Morison, USNR (Retired), whose continued guidance and advice has proven to be invaluable. Then there is Vice Admiral Edwin B. Hooper, USN (Retired), Director of Naval History; Commander Richard T. Speer, USN, Head, Ships Histories Section, Naval Historical Center; Mr. Henry Vadnais, Assistant Head of the Curator Branch, Naval Historical Center; Rear Admiral Bobby Ray Inman, USN, Director, Naval Intelligence Command; Captain Joseph Dick, USN, Head, Ship Systems, Naval Intelligence

Support Center; Lieutenant Commander Michael Tansey and Commander Robert Templeton, USN, Security Assistance Division, Office of Chief of Naval Operations; Commanders Roth, Morse, Test, Captain Magee, and Mr. W. Dailey, of the Ships Maintenance and Logistics Division, Office of Chief of Naval Operations; Mr. John Maffett and Mr. Stanley Krol, Navy Shipbuilding and Scheduling Office, Naval Sea Systems Command; Mr. Truman Strobbridge and Captain B. L. Meaux, USCG, of the Coast Guard Public Affairs Office; Mr. William McEachern, Naval Air Systems Command; Mr. Robert L. Lawson, Mr. Christian Bielstein, Mr. William Davis, and Miss Darla Rowe; offices and organizations of the Department of the Navy and private businesses; and last, but certainly not least, Mr. Robert Carlisle, Head, Still Photo Branch, Office of Information, Department of the Navy. Many others who have been helpful prefer to remain anonymous.

All photographs, unless otherwise noted, are official Navy, Marine Corps, or Coast Guard photographs.

Finally, we wish to thank the readers who sent in their comments on the previous edition. Again, we encourage the readers to send in comments, corrections, and additional information to either one of the editors in care of the publisher.

Samuel L. Morison
John S. Rowe

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ONE: WARSHIPS

A. AIRCRAFT CARRIERS

By the end of FY 1975, there were 21 aircraft carriers on the Naval Vessel Register. Of this total, 3 were rated as CVANs, 1 as a CVN, 6 as CVs, 7 as CVAs and 4 as CVSs. Active: 2 CVANs, 6 CVs and 6 CVAs. Reserve: 1 CVA and 4 CVSs. Under construction: 1 CVN, 1 CVAN. All carriers were originally rated as CV/CVB (41-43, 59, 60). All were reclassified as CVA on 1 October 1952. Current CVACVS mixed concept necessitates reverting to CV for all modern CVAs and CVN for CVANs. CVs will carry ten S-3 VIKINGS and 8 ASW helicopters at a loss of approximately half of a CVA's attack aircraft. See class footnotes and modernization tables for further reclassifications.

Class	Number	No. In Class	Full Load Displ.	Length Overall	Max. Draft	Extreme Beam	Number & Type of Reactors/Boilers & Engines	Screw/SHIP	Max. Speed (Kts.)	Accommodations: Officers	Enlisted	Armament ¹	Planes
<i>Nimitz</i>	CVAN-68	3	91,400	1092'	37'8"	252'	2R1A/W1A1G(E.)	4/280,000	30+	569	5,717	3 BPDMS	80+
<i>John F. Kennedy</i>	CV-67	1	87,000	1047'	35'11"	252'	2B1F.8W/4GT(West.)	4/280,000	30+	505	5,222	3 BPDMS	70+
<i>Enterprise</i>	CVAN-65	1	89,800	1102'	35'8"	252'	8R1A2W(Westinghouse)	4/280,000	30+	425	4,475	2 BPDMS	84+
<i>Kitty Hawk</i>	CV-63	3	80,800	1046'	35'7"	249'	8B1F.8W/4GT(West.)	4/280,000	30+	428	4,154	2 twin TERrier launchers	70+
<i>Forrestal</i>	CVA-59	4	78,000	1040'	35'5"	252'	8B1B.8W/4GT(West.)	4/280,000	30+	442	4,678	4 single 57/34 cal. mts. (CVA-61), 2 BPDMS (CVA-59, CV-60, 62)	70+
<i>Midway</i>	CVA-41	3	64,000	972'	35'5"	238'	12B1B.8W/4GT(West.)	4/212,000	30+	366	4,309	3 single 57/34 cal. mts. (CVA-41, 43), 4 single 57/34 cal. mts. (CVA-42)	70+
<i>Hancock</i>	CVA-19	3	44,700	899'	31'	192'	8B1B.8W/4GT(West.)	4/150,000	30+	354	3,170	4 single 57/38 cal. mts.	70+
<i>Intrepid</i>	CVS-11	2	42,000	898'	31'	192'	8B1B.8W/4GT(West.)	4/150,000	25+	340	2,952	4 single 57/38 cal. mts.	45+
<i>Essex</i> ¹	CVS-9	2	40,800	890'	31'	196'	8B1B.8W/4GT(West.)	4/150,000	30+	340	2,887	4 single 57/38 cal. mts.	45+

¹ Includes air wings.

² CVA-59 and up carry (2/4) 40mm saluting guns.

2 NUCLEAR-POWERED ATTACK AIRCRAFT CARRIERS/1 NUCLEAR-POWERED AIRCRAFT CARRIER, NIMITZ CLASS

Name	Number	FY/SCB	Builder	Awarded	Keel	Launched	Commissioned	F/S
<i>Carl Vinson</i>	CVN-70	74/102	Newport News	4-5-74	8-14-70			Bldg.
<i>Dwight D. Eisenhower</i>	CVAN-69	70/102	Newport News	6-30-70 ¹	6-22-68			Bldg.
<i>Nimitz</i>	CVAN-68	67/102	Newport News	6-30-70 ¹	6-22-68	5-13-72		AA

¹ Definitized contract. Letter contract for construction awarded 5-16-68 (CVAN-68) and 6-29-70 (CVAN-69)

CVAN-69 originally named *Eisenhower*. Renamed as indicated 5-25-70. Will go to the Pacific Fleet after sea trials. CVN-70 is first USN ship named for a living person in over 175 years. Class has improved reactors. Initial cores will last 13 years before replacement is required.

Class has NTDS, automatic carrier landing system, and automated jet-fuel system. Replacement schedule in active fleet: CVAN-68 for CVA-31; CVAN-69 for CVA-42 and CVN-70 for CVA-43. Two additional sisters of this class (CVN-71/72) are planned.

1 CONVENTIONAL ATTACK AIRCRAFT CARRIER, JOHN F. KENNEDY CLASS

<i>John F. Kennedy</i>	CV-67	63/127C	Newport News	4-30-64	10-22-64	5-27-67	9-7-68	AA
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She is the last conventionally powered carrier. Stack angles to starboard to prevent boiler gases from drifting over stern and interfering with landings. She is equipped with NTDS

Reclassified CV on 12-1-74. This ship has three BPDMS launch systems.

1 NUCLEAR-POWERED ATTACK AIRCRAFT CARRIER, ENTERPRISE CLASS

Name	Number	FY/SCS	Builder	Awarded	Keel	Launched	Commissioned	FPS
Enterprise	CVAN-65	56/160	Newport News	11-15-57	2-4-58	9-24-60	11-25-61	PA

She is the largest warship in the world. Has unmistakable recognition features. Class was originally programmed as 6 units (CVAN-65/70), but to hold down costs only "Big E" was completed (without her planned TERFIER missile armament). Refueled at Newport News 64/65, 69/70. Present crew will last 1013 years. Sides of "island" superstructure mount AN/SPS-32/33 three-dimensional radars. On 1-14-69, a ZUNI rocket, on an aircraft waiting to be

launched, overheated and exploded, setting off numerous other fires and explosions. The explosions tore large holes in the after portion of the flight deck and wrecked the after portion of the hangar deck; 27 dead, 85 injured. Despite the damage, the "Big E" continued flight operations thus proving that big carriers can take considerable punishment.

3 CONVENTIONAL AIRCRAFT CARRIERS, KITTY HAWK CLASS

America	CV-66	61/127B	Newport News	11-25-60	1-9-61	2-1-64	1-23-65	AA
Constellation	CV-64	57/127A	NY Navy	7-23-56	9-14-57	10-6-60	10-27-61	PA
Kitty Hawk	CV-63	56/127	NY Ship	10-26-55	12-27-56	5-21-60	4-29-61	PA

CV-A-63 to CV on 4-29-73. CV-A-64 and 66 to CV in FY 1975. An improved Forrestal class. CV-66 missile system also has capability to fire STANDARD after minor modifications.

2 CONVENTIONAL ATTACK AIRCRAFT CARRIERS/2 CONVENTIONAL AIRCRAFT CARRIERS, FORRESTAL CLASS

Independence	CV-62	56/80	NY Navy	7-31-54	7-1-55	6-6-58	1-10-59	AA
Ranger	CV-A-61	54/80	Newport News	2-3-54	8-2-54	9-26-56	6-10-57	PA
Saratoga	CV-60	53/80	NY Navy	7-23-52	12-16-52	10-6-55	4-14-56	AA
Forrestal	CV-A-59	52/80	Newport News	7-12-51	7-14-52	12-11-54	10-1-55	AA

CV-A-60 to CV on 6-30-72; CV-A-62 to CV on 2-29-73. First class of super carriers to be completed (United States (CV-A-58) was first authorized super carrier; cancelled 4-23-49). CV-60 served as test ship for integrated CV/ACVS carrier concept. Carried ASW squadrons. Ships

with ASW squadrons reclassified CV. They replace the costly and overage Essex class CVAs. Class lost forward S' sponsors during late 1960s. They had proven to be a severe maintenance problem.

3 CONVENTIONAL ATTACK AIRCRAFT CARRIERS, MIDWAY CLASS

Coral Sea	CV-A-43	Newport News	6-14-43	7-10-44	4-2-46	10-1-47	PA
Franklin D. Roosevelt	CV-A-42	NY Navy	1-21-43	12-1-43	4-29-45	10-27-45	AA
Midway	CV-A-41	Newport News	8-27-42	10-27-43	3-20-45	9-10-45	PA

Originally classed as CV. To CVB on 7-15-43. CV-A-42, originally named Coral Sea, was renamed 5-8-45. Class incorporates the experiences and lessons learned from earlier classes

during WW II (such as an armored flight deck). With modernizations, class recognition features differ considerable (see page 3). Three additional sisters (CVB-44, 56, 57) were cancelled.

MIDWAY CLASS MODERNIZATIONS

Number	Modernization Yard	FY/SCS	Decommissioned	Started	Recommissioned
CVA-41	PS Navy	55/110	10-14-55	9-1-55	9-30-57
CVA-41	SF Navy	68/101/68	2-15-65	2-15-68	1-31-70
CVA-42	PS Navy	54/110	4-23-54	5-1-54	4-8-56

During the careers of the 3 Midway class CVAs, all have received extensive modernizations, primarily to prolong their useful lives, to update the ships' capabilities, and to enable the ships to exist in a modern warfare environment. After her second modernization, Midway resembled Coral Sea, but had a far larger and different flight deck layout. FDR was scheduled

Number	Modernization Yard	FY/SCS	Decommissioned	Started	Recommissioned
CVA-42	PS Navy	68/103/68	5-24-57	4-16-57	1-25-60
CVA-43	PS Navy	57/110A	5-24-57	4-16-57	1-25-60

to receive the same modernization as Midway (second one), but this was cancelled due to time and cost of Midway's modernization. FDR received austere overhaul instead. Centerline elevator of CVA-41, 42 was moved to port side deck edge. All now have three deck edge elevators.

3 CONVENTIONAL ATTACK AIRCRAFT CARRIERS, HANCOCK CLASS

Name	Number	Builder	Awarded	Commissioned	F/S	Decommissioned
Orikan	CVA-34	NY Navy	8-8-47	9-25-50	PA	2 July 1971 at Bremerton
Bon Homme Richard	CVA-31	NY Navy	8-7-42	11-25-44	PR	
Hancock	CVA-19	Beth., Quincy	8-8-40	4-15-44	PA	

¹ Originally ordered 8-7-42. Suspended 1944/47. Redesignated and reordered as indicated. Completed to SCB-27A design.

CVA-19, originally named Ticonderoga, was renamed 5-1-43. CVA-34 has NTDS. CVA-19 and 34 will be decommissioned in FY 1976. Antietam (CVS-36) has been stricken.

2 CONVENTIONAL ANTISUBMARINE AIRCRAFT CARRIERS, INTREPID CLASS

Name	Number	Builder	Awarded	Commissioned	F/S	Decommissioned
Shangri-La	CVS-38	Norfolk Navy	8-7-42	9-15-44	AR	30 July 1971 at Boston
Intrepid	CVS-11	Newport News	7-3-40	8-16-43	AR	15 March 1974 at Quonset Point

During CVA-41 modernization, CVS-11 made 3 deployments to Vietnam as light CVA, retaining her CVS classification. CVS-38 replaced CVS-11 in light CVA role in mid-1969. Class is equipped with steam catapults. Sister Ticonderoga (CVS-14) has been stricken. Both ships are moored at Philadelphia Navy as part of the Philadelphia Inactive Ships Maintenance Facility (InactShipFac).

2 CONVENTIONAL ANTISUBMARINE AIRCRAFT CARRIERS, "ESSEX" CLASS

Name	Number	Builder	Awarded	Commissioned	F/S	Decommissioned
Barnington	CVS-20	NY Navy	12-15-41	8-8-44	PR	15 January 1970 at Bremerton
Hornet	CVS-12	Newport News	9-9-40	11-29-43	PR	26 June 1970 at Bremerton

Class is equipped with hydraulic catapults. Five sisters have been stricken. Ex-Yorktown (CVS-10) is a memorial at Patriots Point, South Carolina.

"ESSEX" CLASS MODERNIZATIONS⁴

Number	To CVS	Modernization Yard	FY/SCB	Awarded	Completed	Fram II FY
CVS-11	3-31-62	Newport News	52/27C	9-24-51	6-18-51	1965
CVS-11	—	NY Navy	57/125	1-24-56	5-2-57	—
CVS-12	6-27-58	NY Navy	52/27A	6-14-51	10-1-53	1965
CVS-12	—	PS Navy	56/125	8-24-55	8-15-56	—
CVT-16 ¹	10-1-62	PS Navy	53/27C	7-21-52	9-1-56 ²	—
CVA-19	—	PS Navy	52/27C	7-17-51	3-1-54	—

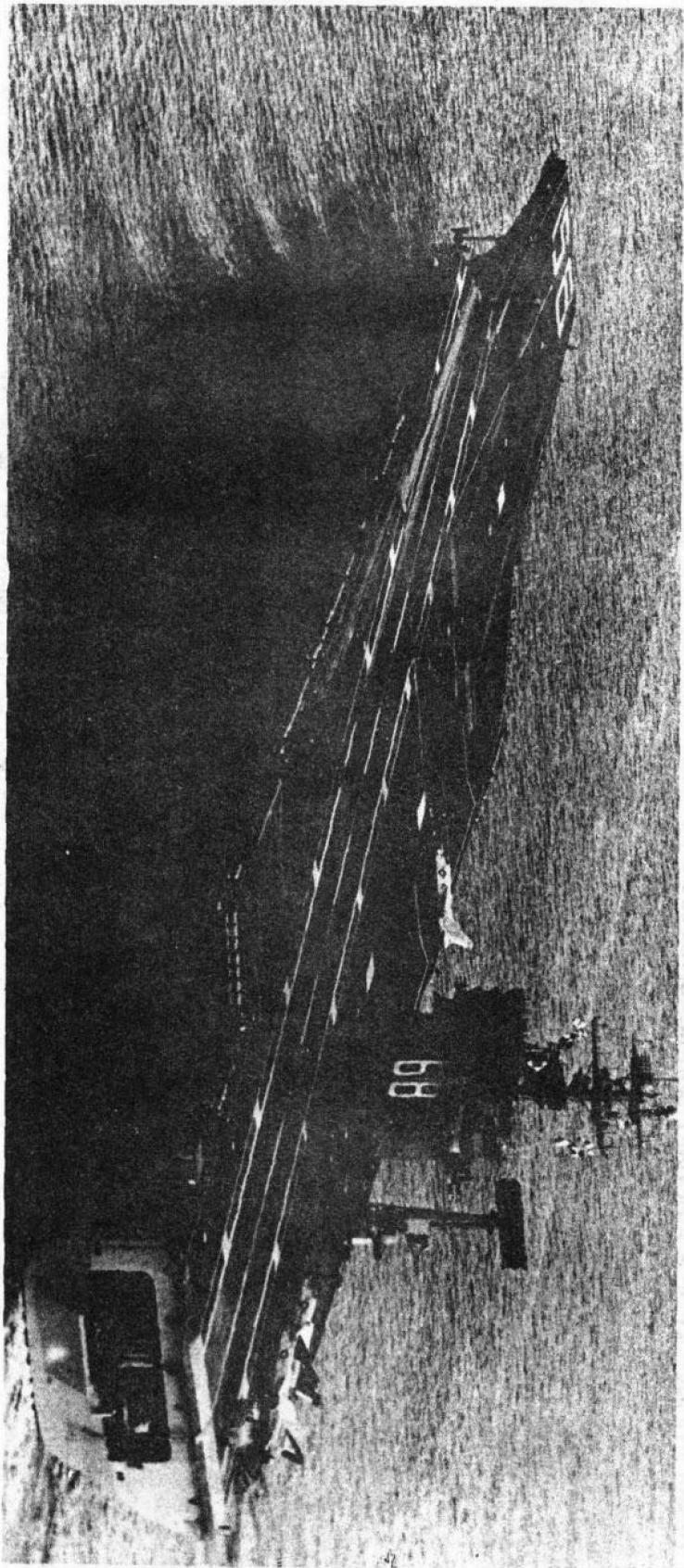
Number	To CVS	Modernization Yard	FY/SCB	Awarded	Completed	Fram II FY
CVA-19	—	SF Navy	56/125	8-24-55	11-15-56	—
CVS-20	6-30-59	NY Navy	51/27A	10-26-50	11-30-52	1963
CVS-20	—	NY Navy	56/125	7-31-54	4-15-55	—
CVA-31	—	SF Navy	53/27C	7-21-52	11-1-56 ²	—
CVA-34 ³	—	SF Navy	57/125A	9-8-57	5-29-59	—
CVS-38	6-30-69	PS Navy	52/27C	7-17-51	2-1-56 ²	—

¹ See Section V for data on this ship.

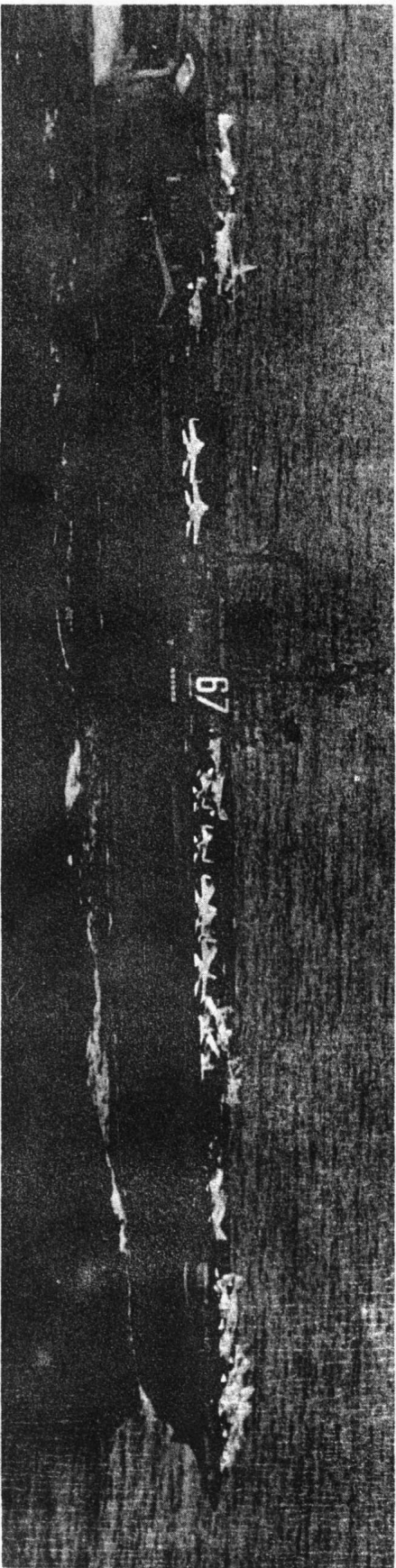
² Authorization for SCB-27C also included 125 refit. Both done in 1 yard period.

³ Completed to SCB-27A design.

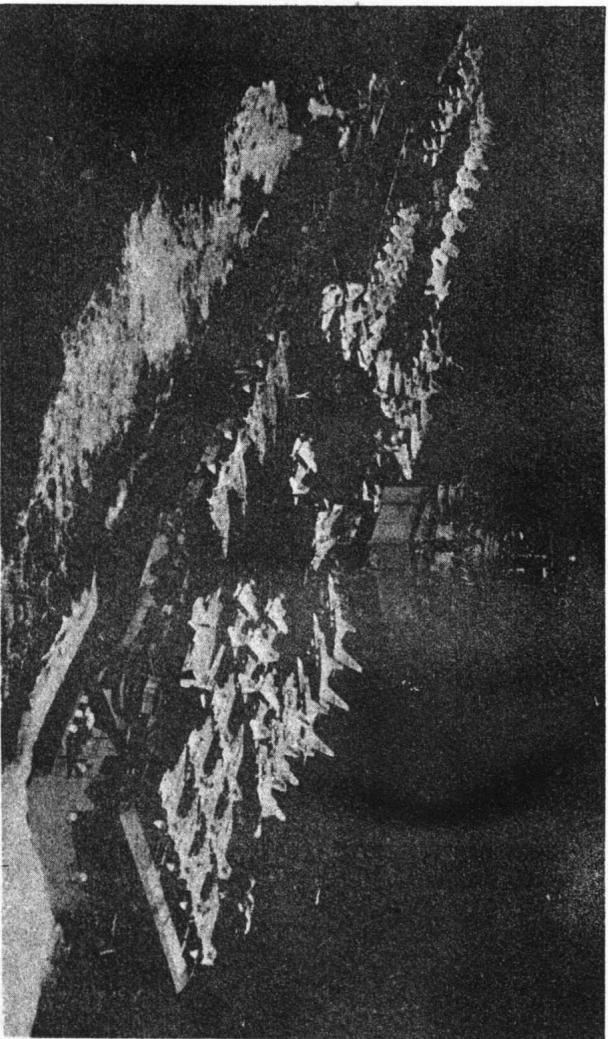
⁴ For modernization definitions, see 9th edition of this publication.



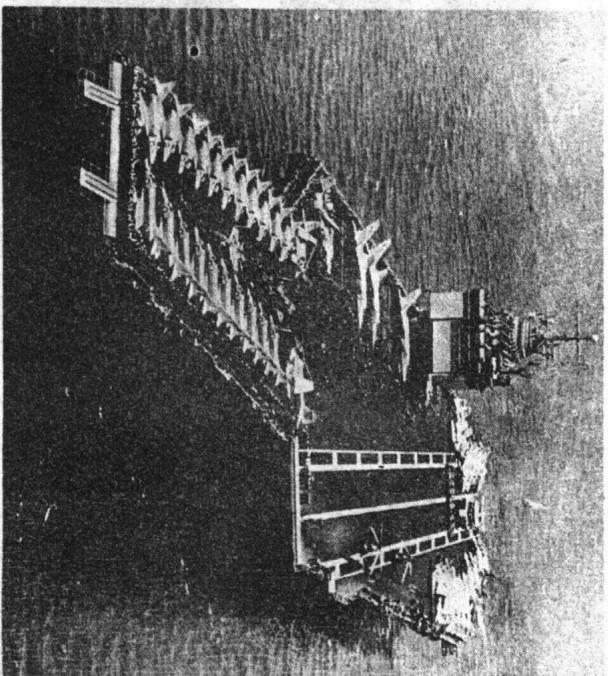
Nimitz (CVAN-68). During sea trials, 2-28-75. Nimitz class.



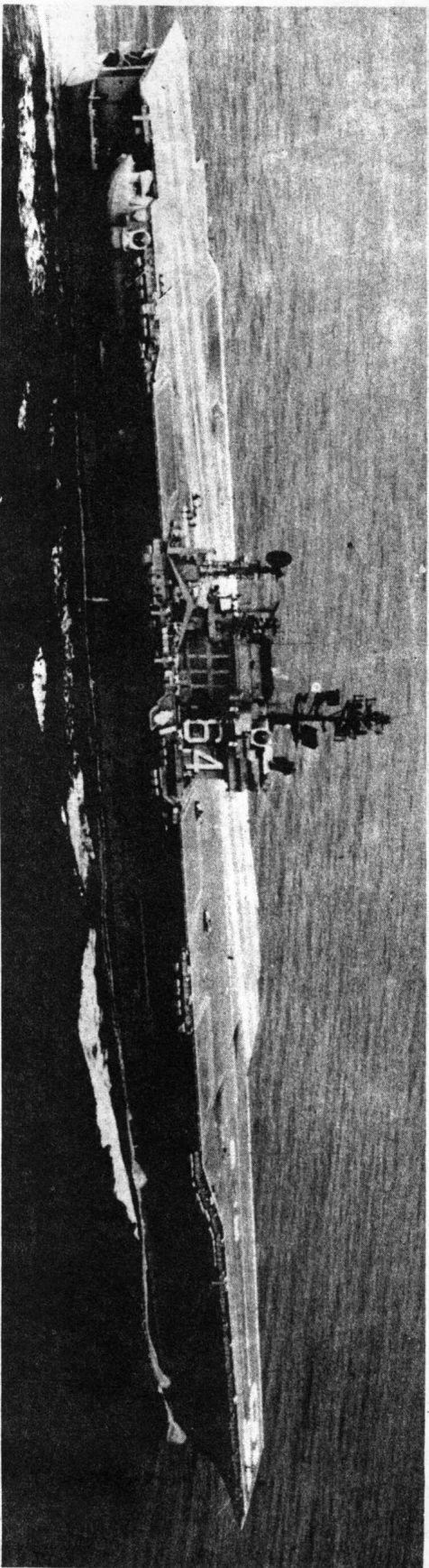
John F. Kennedy (CV-67). Note SPS-48 radar antenna aft of canted stack. 9-72. John F. Kennedy class.



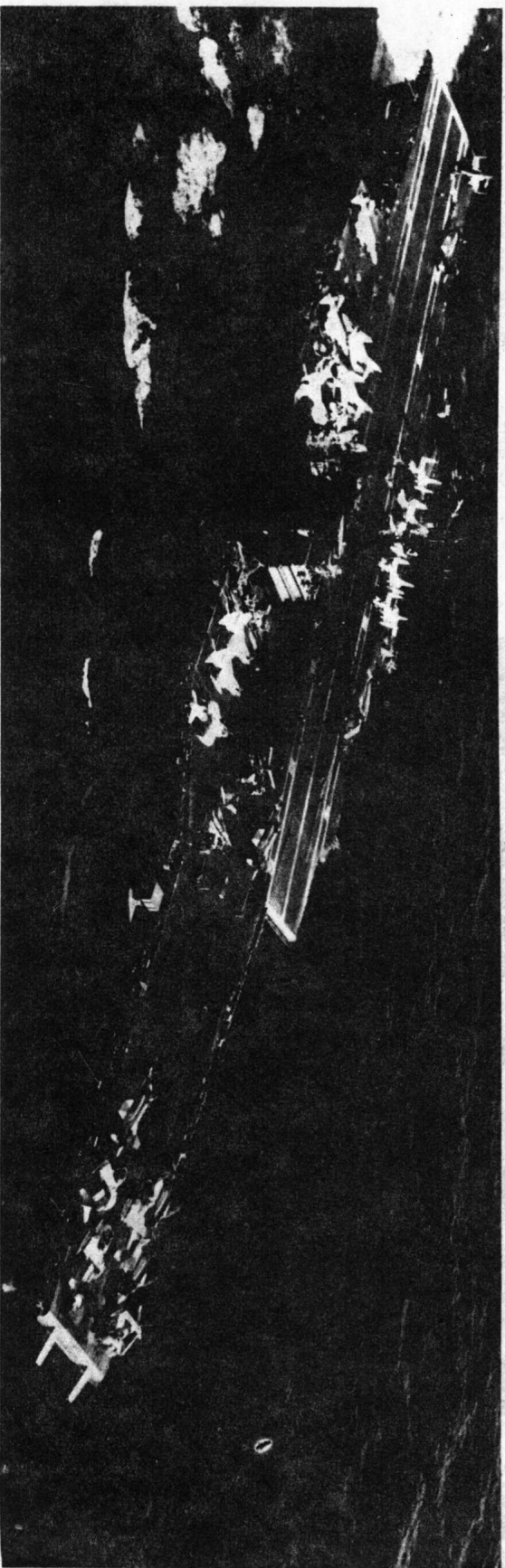
Enterprise (CVAN-65). Note BPDMS launcher on port quarter. 6-71. Enterprise class.



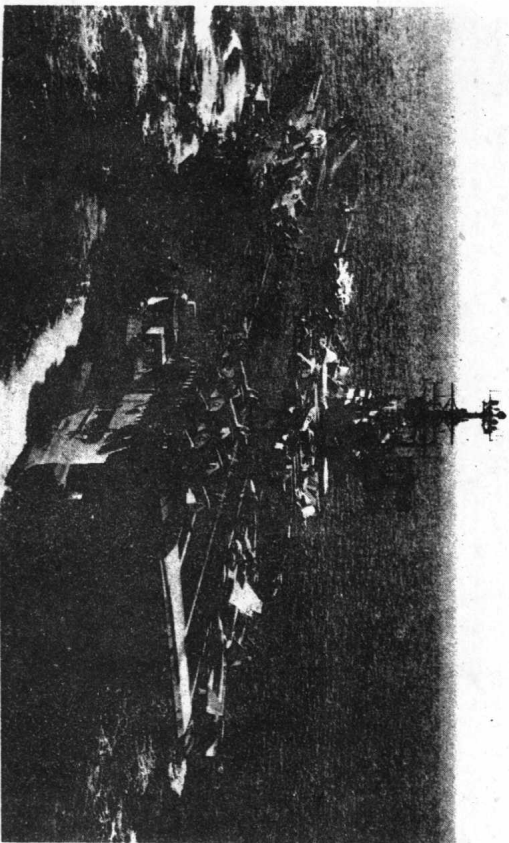
Enterprise (CVAN-65). Enterprise class.



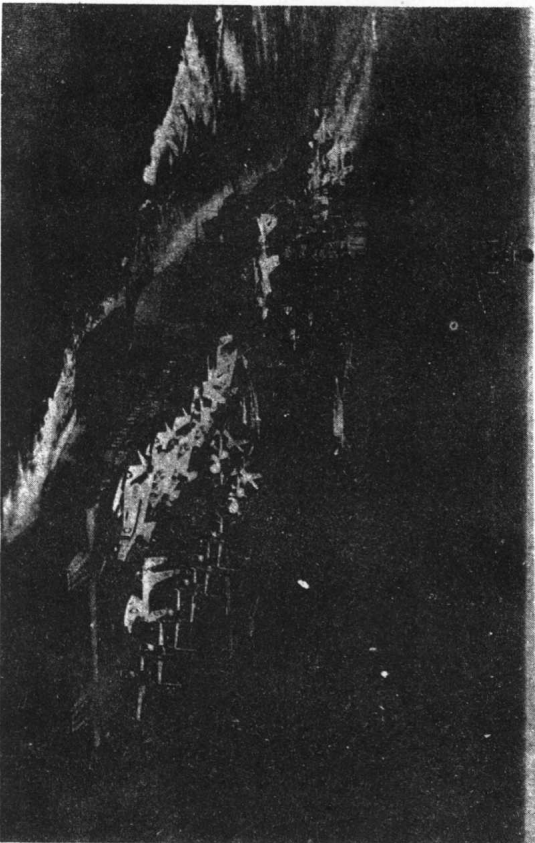
Constellation (CV-64). Note TERRIER launcher and fire control on starboard quarter. 6-71. Kitty Hawk class.



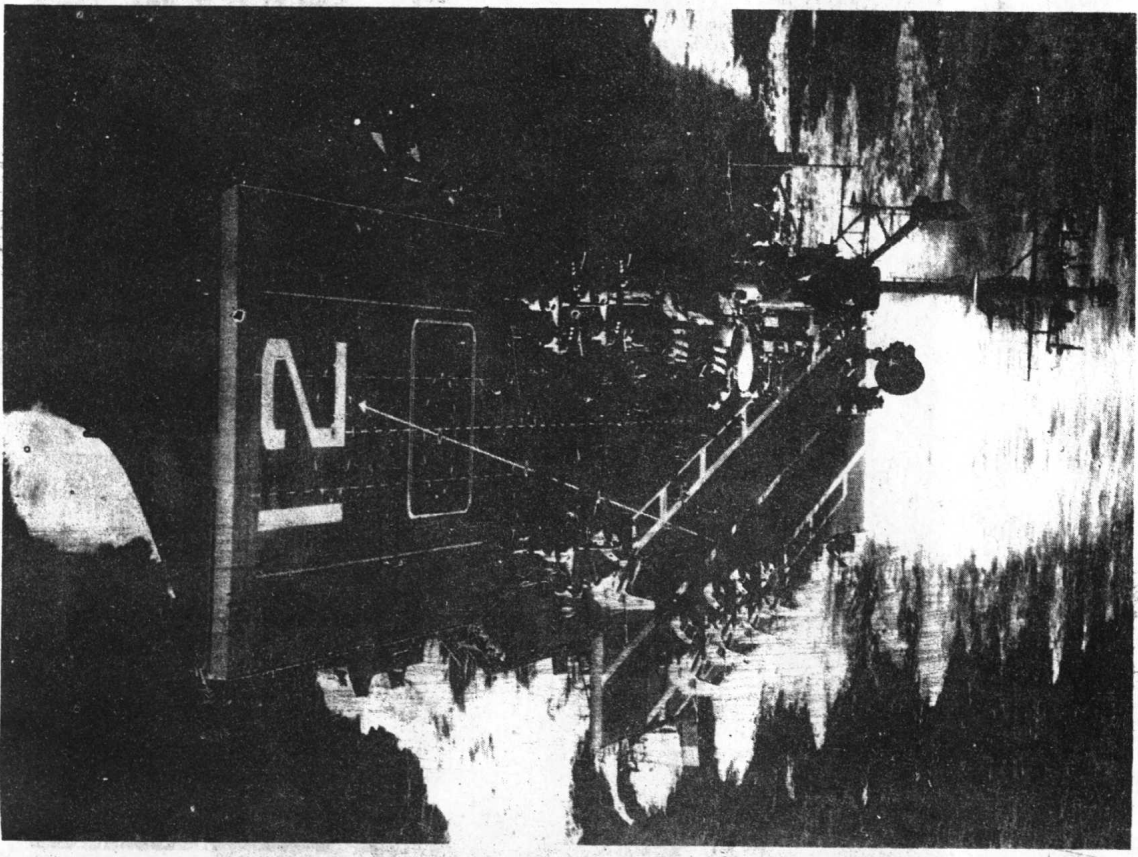
Independence (CV-62). Modified as multipurpose carrier. 10-74. Forrestal class.



Independence (CV-62). Note BPDMS on port quarter sponson. 10-74, Forrestal class.

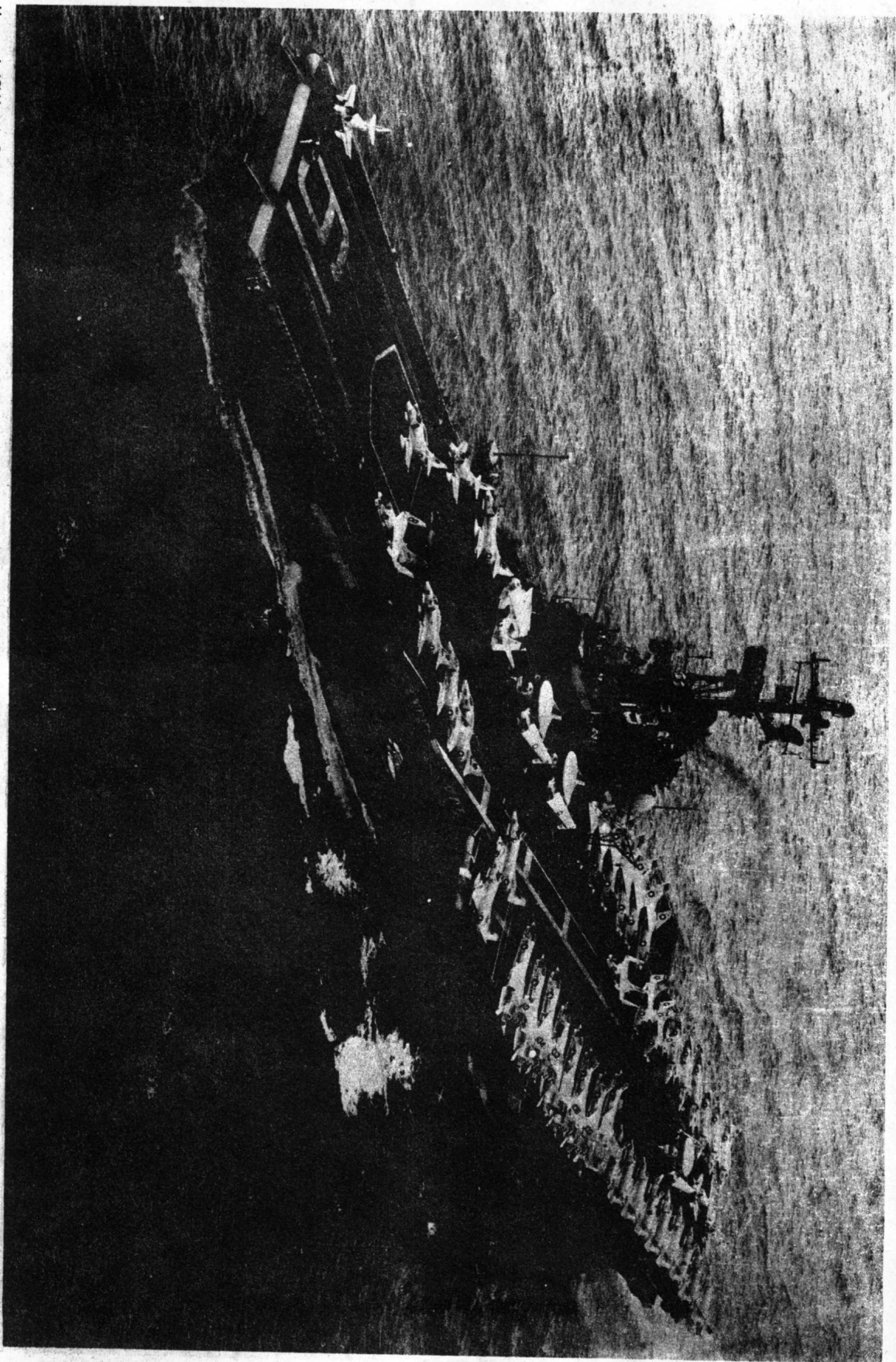


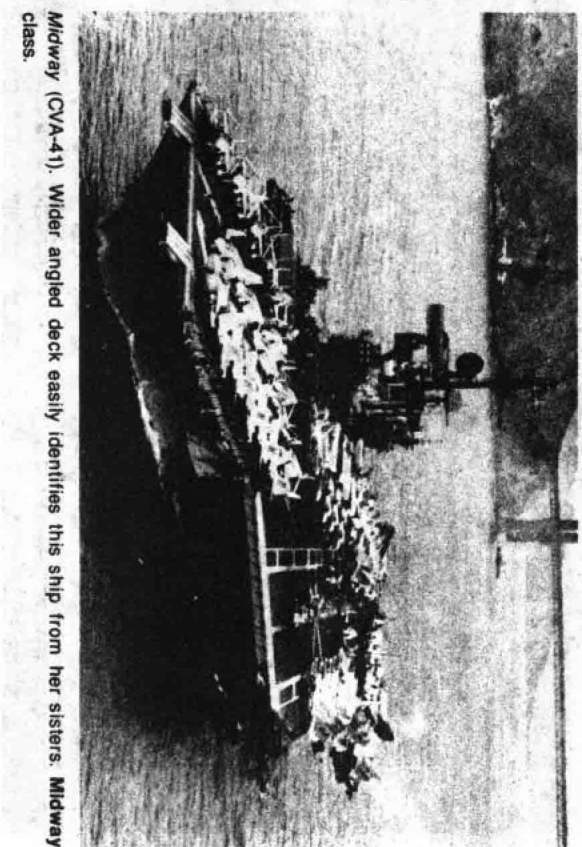
Coral Sea (CVA-43). 5-70, Midway class.



Hornet (CVS-12) now laid up at Bremerton. 8-69, "Essex" class.

Hancock (CVA-19). Oldest active carrier. Hancock class.





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B. SURFACE COMBATANTS

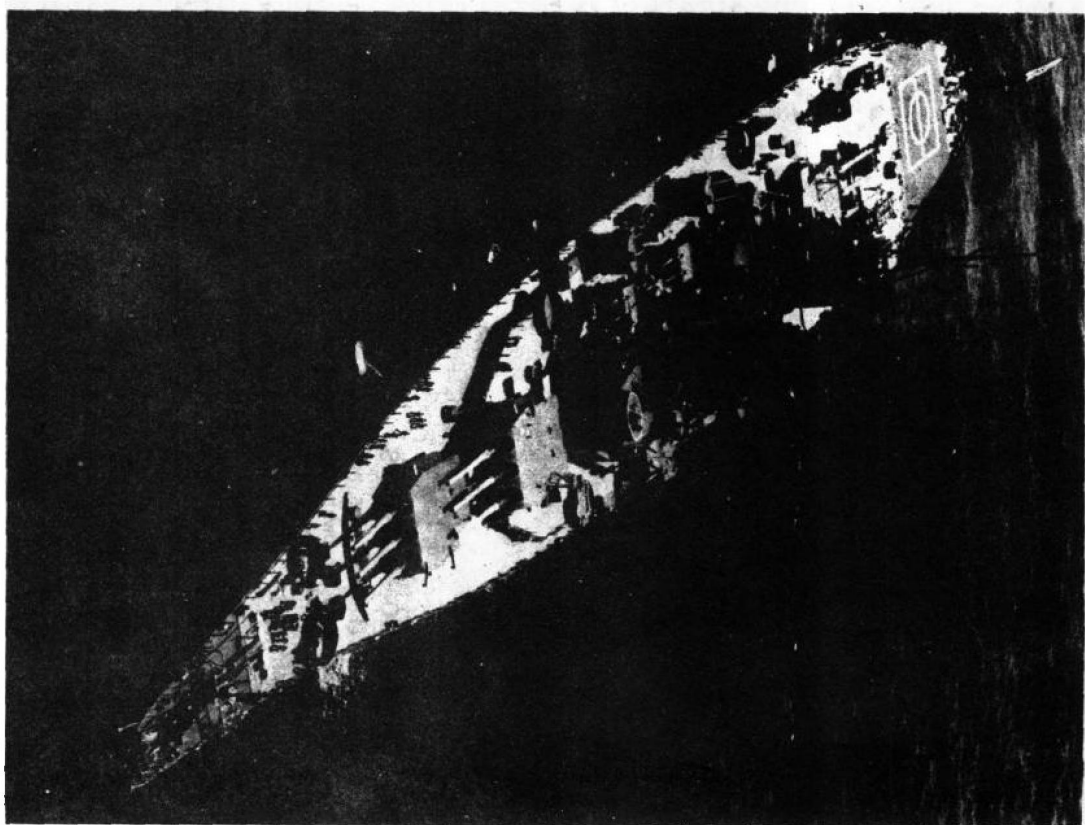
Battleships At the end of FY 1975, there were 4 battleships still on the NVR. All were in reserve, 2 on each coast. The *Iowas* are the last of the bygone dreadnought era.

Class	Number	No. In Class	Full Load Displ.	Length Overall	Max. Draft	Extreme Beam	Number & Type of Boilers/Engines	Screws/ SHP	Max. Speed (Kts.)	Accommodations Officers	Enlisted	Armament
<i>Iowa</i>	BB-61	4	57,950	887'3"	38'	108'	8R(B&W)/4GT(G.E.)	4/212,000	33.5	95	2,270	3 triple 16"/50 cal. turrets, 10 twin 5"/38 cal. mts.

4 BATTLESHIPS, IOWA CLASS

Name	Number	Builder	Awarded	Commissioned	F/S	Decommissioned
<i>Missouri</i>	BB-64	Phil. Navy	6-12-40	4-16-44	AR*	8 March 1958 at New York
<i>Missouri</i>	BB-63	NY Navy	6-12-40	6-11-44	PR*	26 February 1955 at Bremerton
<i>New Jersey</i>	BB-62	Phil. Navy	7-1-39	5-23-43	PR*	17 December 1969 at Bremerton
<i>Iowa</i>	BB-61	NY Navy	7-1-39	2-22-43	AR*	24 February 1958 at Philadelphia

Illinois (BB-65) and *Kentucky* (BB-66) of this class were cancelled on 8-11-45 (BB-65) and 1-20-50 (BB-66). BB-62 was recommissioned 4-6-68 for Vietnam duty and made one deployment. She was preparing for second deployment when budget restrictions forced layup. Action to dispose of BB-61 and 64 was begun 6-6-73, then abruptly cancelled 11-9-73. BB-62/63 will survive as memorials after being stricken. From 3-10-55 to 12/59, *Missouri* served as accommodation and depot ship at Bremerton Inactive Ship Facility; she retains her original 40 mm mts. BB-61 and 64 carry 37/50 cal. mts. BB-62 has no light guns. BB-61 and 64 were extensively cannibalized. Forward control tower of BB-62 was modified during 1967/68 reactivation to accommodate modern ECM/ECCM suite. The modifications centered around the upper portion of lower.



New Jersey (BB-62). World's last active battleship. 9-68. Iowa class.