SHIPLIST 242.

PART 1 STEEL SHIPBUILDING UNDER THE U.S.SHIPPING BOARD, 1917-1921.

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Logically, the United States' shipbuilding effort in and after World War I falls under three headings :

a. the requisitioning of steel ships building in the US, both for American and other owners;
b. the building of steel ships under contract to the Emergency Fleet Corporation;
c. the building of wood, composite and concrete steamers, sailing vessels, tugs and other small craft.

The wood and composite ships have been covered in TBS 71; the concrete ships were dealt with separately in an article covering concrete construction in both World Wars, in TBS 74; sailing ships and small craft will be dealt with later. We turn now to a consideration of the steel ships.

To do so, we must go back to the early days of 1917. By the end of 1916, German action had caused the loss of (in round figures) no less than two and one third million tons of British shipping, and a further one and one half million tons of Allied and neutral shipping. Britain, being hardest hit, had seen, as early as the middle of 1915, the need for obtaining ships from overseas builders. Two sources were available - the United States and Japan. We are only concerned here with the former.

American yards before the war averaged an output of some 173,000 tons per annum; in 1915 this figure had fallen to 155,000. However, Britain being busy building for her own replacements, those neutral countries which had formerly looked to her for ships, notably Norway, now turned to the USA. The withdrawal of British ships from trades with the Americas encouraged US owners also to seek tonnage for themselves. These two pressures brought about an expansion of US shipbuilding. Existing yards were enlarged, and new ones came into existence, with the result that in 1916 US output came back to 174,000 tons, showing the beginning of an upward swing which lasted until 1921. It is worth noting that in this first wave of the expansion of US yard capacity, there came into existence one of the greatest American yards of today - the Sun yard at Philadelphia, which was established as an offshoot of the oil company primarily for the production of sorely-needed tankers.

It was in this situation that the British Government entered the field. For reasons connected with security and neutrality, that Government could not place orders in its own name, but only in the name of various British shipping companies. The main nominee was the Cunard Steam Ship Co., though Father Dowling of the Marine Historical Society of Detroit has told me of several ships which left the Great Lakes carrying Lamport & Hold colours. Even tankers required by the British Admiralty were ordered in this way.

By March 1917, contract arranged with the British Government, promised some 700,000 tons of new ships.

The US declared war on Germany on 6th April 1917. Eleven days later the Emergency Fleet Corporation was formed. This body was set up in terms of the Shipping Act of 1916, which required the establishment of the United States Shipping Board, with the proviso that that Board could set up a separate Corporation for the building of ships. In general it may be said that while the New American Merchant Marine was being built, the Fleet Corporation built the ships and the Shipping Board managed them (as well, of course, as others, notably those seized from Germany.)

When the US entered the war, there were in existence in that country 234 building ways, and every one of them was occupied. Due to long standing agreements with the shipbuilders, before the advent of the EFC, the US Government had pre-empted 70 % of the steel yard capacity, for work for the US Navy. In relation to the balance of the yards, ships were either building or contracted for to the extent of some 3 million tons deadweight, comprising some 434 hulls. So at this stage the EFC could see little hope of carrying out its obligation to build ships, for the simple reason that there would be no building berths available to it for some considerable time.

After much deliberation, the EFC decided that there was only one way out. On Aug. 3, 1917 the EFC commandeered the lot - hulls fitting out, hulls on the ways, and hulls which existed only on the drawing board or in the shape of an unassembled pile of steel in a shipyard. The only ships exempted were wooden vessels and steel ships of less than 2500 tons deadweight. Some of these, close to completion, or built for essential trades, were shortly afterwards released to their owners, especially where these were American interests. One British ship, WAR SWORD, was in fact completed and ready to sail when requisitioned. Though she was temporarily detained, she was finally handed over on the grounds that she had been fully paid for before the Requisitioning Order was issued. A further few were in such an early stage of steel assembly that the EFC considered it not worthwhile to proceed with them and they were cancelled. All in all, some 414 ships were finally completed for the EFC out of the 431 ships and contracts originally requisitioned. As a contrast with WAR SWORD, finished in August 1917, the final delivery of a requisitioned ship was made on June 23, 1921, when WILLIAM PENN was handed over by Pusey & Jones.

The intended names, owners-to-be, new names etc., are contained in Part One of the list which follows, the REQUISITIONED SHIPS. As the primary purpose of this list is to account for all the hulls, all ships are described as "building" irrespective of the state of progress as at Aug. 3, 1917. It has not been found practicable (or possible) to detail exactly how far building had advanced.

It is worth noting that the question of compensation to the owners of these hulls, for the loss sustained, was a thorny one. In many cases, especially those involving some Norwegian owners, negotiations dragged on for years. Note also that quite a few of these ships retained the names selected for them by their original owners, though most were given names chosen by the EFC.

THE CONTRACT SHIPS .

Over now to the programme of ships actually constructed for the EFC.

Design, naturally, was the first problem. What sort of ships was the EFC to build? They needed to be of high deadweight-to-gross ratio, able to maintain a reasonable speed, and be capable of being produced rapidly. Fortunately, many of the old-established yards were building, for British and other account, vessels which, with minor modifications, filled the bill nicely. As each yard's design was examined it was, if accepted, given a design number. Others of course were designed by EFC. These EFC DESIGN NUMBERS are used as headings in the list which follows and where applicable, the "popular" name, or the name of a typical ship, are given. Standard details of the individual design are also listed.

The men who built these ships, and manned them when they were new, are now, forty years later, becoming scarcer; and the present generation is progressively accepting serious misconceptions about them. The commercial shipping journalists of this day and age, when referring to ANY ship built by the EFC, nine times out of ten refer to her as a "Hog Islander"- often with the adjective "slab-sided" or something equally derogatory. This seems to apply whether the ship in question is a fabricated ship or not. Similarly, the word "Laker" is used as an all-embracing term, irrespective of type. Perhaps a few words on this question may not be out of place.

Everyone knows that Hog Island turned out fabricated ships. But in thinking of fabricated ships, two things should be borne in mind :

a) in all, the EFC produced some 1400 ships, of which only 260 were completely fabricated;

b) of these 260, the Submarine Boat Co. (including 32 finished for yard account after cancellation by the EFC), produced 150, and Hog Island produced 110.

So thanks to popular journalism, some 110 Hog Islanders are going down to posterity as the all-inclusive class of deep-sea US-built ships of WW I. Nevertheless, Hog Island was a noble experiment, and takes its proper place in this survey. And the records of the individual ships show that Hog Islanders certainly lasted well.

In respect of Lakers, there were no less than 7 types :

Laker Type A	3500 tons dwt.,	coal burner. Design 1020.
Laker Type B	3350 tons dwt.,	coal burner. Design 1042.
Manitowoc type	3400 tons dwt.,	coal burner. Design 1044.
"Stemwinder"	4200 tons dwt.,	oil or coal; engines aft. Design 1060.
Great Lakes Eng. Wks. type	4050 tons dwt.,	oil burner, 188/225 nhp. Design 1074.
-	4200 tons dwt.,	coal burner, eng. midships. Design 1093.
-	4050 tons dwt.,	oil burner, 315/352 nhp. Design 1099.

(Another type of Laker was contemplated, to be design 1033. It was to be of 5650 tons dwt., but would have been too long to pass through the canals. So it was to be built in two parts, and "joined" after passage of the locks. From this idea sprang its name - "Laker, spliced". None were built however.)

It is hoped the foregoing may clear up some of the growing fallacies about American war-built ships, and that in future due recognition may be given to the excellent tonnage built by (to name only a few yards), Skinner and Eddy, Los Angeles Shipbuilding, Western Pipe & Steel (on the Pacific Coast), Sun, Bethlehem, Pusey & Jones and Doullut & Williams (on the East & Gulf coasts).

To return, however, to our main theme. Contracts were first placed by the Fleet Corporation with those yards which by their performance before or under the requisitioning order, had proved that they could build good ships in good time. But this was an age of mass production; industrialism had caught the popular fancy and it was not unnatural that thoughts should turn to the mass production of ships.

The idea of the fabricated ship is attributed to two or three people; it seems to depend on what political party you support whether you give the credit to A or B. Even Hurley, Chairman of the Shipping Board for two years, who ought to know, gives the credit to two different people in two of his books. It is certain, however, that its practical application was first proved by the Submarine Boat Co. This firm, in 1916, had produced, in wood, some 550 submarine chasers. These were fabricated at Bayonne NJ and railed to Montreal and Quebec where they were assembled. After this job was over, the yard tried to get into the steel merchant shipbuilding business but found that there was no hope of getting ship steel for months, and therefore no hope of getting contracts. So they evolved a plan for using bridge steel instead. In case these lines are read by any who may not know, it might be explained that ship frames and plates demand special rolling; the plates are, in the main, bigger than "stock size"; the bulb and angle components are highly specialized and the tensile strength of ship steel is considerably higher than that of commercial steel. But in spite of all this, the Submarine Boat Co. felt that bridge (or commercial) steel could be made to do. Due to the disparity in tensile strength, the ship envisaged was at first planned for a maximum deadweight capacity of 3500 tons, but further experience showed that this could be lifted safely to 5000 tons and all the fabricated ships built by Submarine Boat were of this capacity (actually 5075 tons.) Later the capacity was increased again and the main type built at Hog Island, EFC Design Number 1022, known as "Hog Island Type A", had a rated deadweight capacity of 7500 tons.

The story of Hog Island is well known but no survey of the steel programme could omit a few references. Its ships were built to a plan evolved by Theodore Ferris, whose hand loomed so large in the wooden ship programme. There were 50 building ways and 28 fitting-out berths. Five months after the EFC signed the contract for building the yard, the first keel was laid and that ship, QUISTCONCK, was launched five months later. At the height of its production the yard laid a keel on an average of every 5 1/2 days. The last keel was laid on 8 December 1919, the last ship was finished on 21 January 1921, and the yard then closed.

Hog Island cost some 65 million dollars to build, and was finally sold to the City of Philadelphia on May 29, 1930 for conversion to a rail and marine terminal. Ship parts for Hog Island were made in 88 plants, as far west as Kansas City; no section, including the funnels, was too wide to pass by flatcar over the American railway system. Some parts, because of length or weight had to be spread over more than one flatcar, longthwise, but always within permissible limits, of width. Throughout its career the yard was operated by the American International Shipbuilding Corporation, in which New York Ship was a large shareholder. It was situated on the Schuylkill River opposite the Philadelphia Navy Yard.

The Submarine Boat yard must also be briefly noticed. Like Hog Island, this yard was created from a swamp - this time at Newark NJ. Its first ship, AGAWAM an Indian word meaning "damp meadows" is a reminder of its swampy origin. This yard was not so big; it consisted of 28 ways, but its output was by no means inferior. Its first ship was launched 8 1/2 months after the first sod was turned. This was 1 1/2 months better than its sister yard. Only 1 1/2 %, or some 23 tons, of the steel contained in the Submarine type ships was "ship steel"; this comprised some bulb angles; all the rest was "bridge builders' sizes". The last keel was laid at this yard for the EFC on November 11 1919 and the last ship delivered to the EFC on June 11, 1920. The yard, as mentioned later, then went on to build another 32 ships for its own account. One of these, SUNEWCO, survived two sinkings and rebuildings and still sails the Seven Seas.

The Fleet Corporation financed the development of these two yards under a power which allowed it to take all steps necessary to get ships built. It financed similarly two other yards, all four being known as "agency yards". The other two also were to produce fabricated ships, though in these cases the designs were neither that of Hog Island nor that of Submarine Boat. The two yards in question were Merchant Shipbuilding Corp. and Carolina Shipbuilding Corp. The Merchant Co. set up its yard at Bristol, Pa., as well as re-opening the old Roach yard at Chester Pa. However, they quickly evolved their own methods, in which fabrication was out down to about 15 % of the steel work, so they cannot truly be classed with either Hog Island or Submarine. But their ships were good and turned out in excellent time. Starting from nothing, they built 12 ways at Bristol and laid their first keel on February 16, 1918, about 5 months after their contract was signed. Their last ship was delivered on February 28, 1921 and the yard was dismantled the same year.

The Carolina yard built only 12 ships, on four ways, with little fabrication. They encountered a lot of difficulties, and the yard was taken over by the Geo.A. Fuller Co., under whose name it appears in the lists.

While this fabrication at agency yards was under way, the private yards were by no means idle. Some, in fact, performed prodigious feats. The Great Lakes yard at Ecorse built CRAWL KEYS, a 3350 ton lake type, in 29 working days, and New York Ship launched TUCKAHOE, a collier of 5500 deadweight, 27 days after the keel was laid. As a very special effort, and, quoting Hurley, "by speeding up some ships but holding back none", Independence Day, July 4, 1918, witnessed the launching of no less than 95 hulls on a single day. The speed record for the whole of the EFC programme was set by a private yard, Columbia River Shipbuilding, which delivered an 8800 tons dwt. freighter 52 days after keel laying. Hog Island's best time from keel to delivery was 7 months 24 days.

The private yards improved their pre-war times not so much by pre-fabrication as by mass production, improved programming and better work flow. There was also considerable expansion of facilities, as in the case of Pusey & Jones, who put up a new plant at Gloucester, NJ., while in some cases weak yards were taken over by stronger managements, as in the case of the old Harlan & Hollingsworth plant's incorporation into Bethlehem Steel 's set-up, where it became known as the Harlan plant.

Two interesting facets of the ERC programme were the sections covering building in China and Japan. The Chinese contracts arose from an approach to Washington by the Superintendent of the Kiangnan Dock & Engineering Works at Shanghai. A canny Scot, he left the U.S. with a contract in his pocket for the building of 4 ships from steel to be supplied by the US Government. These proved to be excellent vessels.

In Japan, the EFC first bought ships, and when they could buy no more, awarded contracts to build others. In April 1918, twelve ships, some built and some building, were bought from various sources, mainly the building yards; later a further three were bought on the stocks from the Kawasaki yard. Part of the contract provided that the US would supply steel to the extent of 108,000 long tons, this figure being the equivalent of the deadweight capacity of the ships purchased. The following month contracts were signed for the building of a further 30 ships, again on a "ships for steel" basis (as well as a cash consideration) but this time the steel to be supplied was, in long tons, the equivalent of HALF the deadweight capacity of the vessels to be built.

The Chinese-built and Japanese-built ships are listed later, as well as those purchased. It is worth noting that EASTERN TRADER, EASTERN MERCHANT and EAST INDIAN, all built in Japan, had the distinction of being the only twin screw ships to emerge under the auspices of the EFC.

The story of naming the ships is worth an article in itself. Mrs. Woodrow Wilson is given the credit for selecting the LAKE names. Most names, in fact, can be traced to geographical, historical, or Indian sources. One or two, however, are worth recording. THE LAMBS, built by Federal, was so named because the Chairman of the EFC was very impressed by a Liberty Loan Drive put on by the Lambs Club of New York. COSTIGAN, by the Bristol yard, was first named DENESON, but after her launch it was desired to honour the composer of the song which achieved such popularity with the Americans during the war, a piece called "Over There". The composer's name was Cohan; but he asked that the ship be named after his maternal grand father, Denis Costigan. So she emerged as COSTIGAN. The name COHAN might have meant something to the troops; it is doubtful if the connection between Cohan and the COSTIGAN was known to more than a handful of people. Another which received a very unusual but very euphonious name was DAUPERATA. She was named after three counties of a certain district in Pennsylvania - DAUphin, PERry, and JuniATA - these three counties having been responsible for collecting the funds to pay for the ship.

Following the signing of the Armistice, it became necessary to cut back planned production. Contracts were cancelled, orders for supplies were rescinded and the programme ground to a halt. In some cases vessels under cancellation were, if sufficiently advanced, bought by the building yard and completed for yard account or for private owners. Some were sold, others operated for the yards under agency agreements. Outstanding in this connection was the effort of the Submarine Boat Co. With a contract originally for 150 ships. Reduced on re-negotiation to 118, the firm found it would be better off completing the balance, rather than trying to dispose of the vast mass of unassembled steel and parts on hand and being delivered. So they completed them all, and while the boom lasted they were very successful.

The EFC was now at the end of its work. Gradually it wound up its affairs, leaving the Shipping Board to operate the vessels. The fortunes of the Shipping Board would take a series of books to recount, with various attempts to operate lines and ships under agency agreements, with subsidy reinforcing, with sales on long term mortgage to firms which did not last the distance, and the final laying up of hundreds of ships which would have been invaluable in war but which found little profitable employment in peace. Many ships had gone into layup from 1922 on. Gradually the less suitable were sold for scrap, one deal with Henry Ford in 1925 for the sale of 149 Lake types providing the steel for countless automobile bodies. (About these, please note that many shown as scrapped in 1926 were not finally dealt with until 1928, though removed from the Registers in 1926). The larger ships were not discarded so quickly. Many were sold at prices starting at $200 per ton, later falling almost to scrap values.

Several hundred remained in layup sites until the depression. In the early thirties many went to the scrappers, especially the Union Shipbuilding Co., and Boston Iron & Metals, and to various British and Japanese boneyards. For years the laid-up fleet provided a pool from which various owners drew ships for modernization and operation.

However, the full story of the war-built ships was not yet told. Another world crisis was at hand. After the first onslaught of the U-boats on the British Merchant Marine, in 1939 and 1940, shortage of tonnage led the British Government to turn again to America, and in particular, to the large laid-up fleet of the US Maritime Commission (as the Shipping Board had now become.) So after 20 years, many of these veterans fulfilled the destiny for which they were planned. They carried war supplies on the oceans of the world, and the casualty lists of the pre-Liberty-ship days are full of their names. After the entry of the US into World War II, further numbers were activated and many more losses were sustained. Some played their part in the invasion of Normandy. Some, indeed, are afloat today. Though they seem out of place beside their more modern counterparts; though they have, in the main, found their way into the hands of owners who are not noted for the smart upkeep, of their ships; and though they are mostly found in those places and trades where their more aristocratic sisters do not care to go, - let them be remembered for what they were: a "Bridge to France" in the First War; a "bridge" in the Second War, bridging the gap until the Great Maritime Commission programme got under way; and they will always retain a place in the affections of those to whom the lack of sheer and the square hance were not necessairly repugnant.

THE SCOPE OF THIS LIST.

The list which follows is in two parts - the REQUISITIONED SHIPS, and then the CONTRACT SHIPS. The starting point is the relevant statistical table, mostly the Piez report mentioned in the article on the wooden ships, appearing in TBS 71. The same problem of reconciling the tables has been encountered here, and again an efforts has been made to arrive at the correct figure. EFC hull numbers allotted to each yard are given but the yard number quoted is the number allocated by the builder, and (except for Hog Island and one or two others which used the EFC number as their own hull number), those numbers are NOT the EFC numbers. It would have been nice to have been able to match the EFC hull numbers with the yard numbers in every case; as this could not be done, I have still thought it worth while to include both in the hope that someone may be able to find some tables or data which will allow such matching to be done.

Please remember that this list is designed primarily to account for all the steel output of the EFC. For that reason it is obviously impossible to list the ships alphabetically. Nor, for space reasons, is it possible to provide an index. Some suggestions for the quicker finding of a particular ship are given below.

Building yards are dealt with under their original names, no account being taken of the fact that yards changed hands during the currency of the EFC programme. This may be confusing if not kept in mind - for instance, the hulls requisitioned from Seattle Cons . & DD Co. appear in the registers as built by Todd, because Todd took the yard over in the meantime. Again for reasons of space, the ships are described as DESIGNED and BUILT; it is not possible to list the many alterations and conversions. Perhaps later I may have the opportunity to put before you some notes on these matters; many changes were undergone by these "standard" ships, some of the more radical changes being conversion for passenger carrying, and dieselization. Some of these conversions (e.g., for American Export, Moore Mc.Cormack, American Pioneer, etc.,) are extremely interesting, and an important facet of the Shipping Board story. Equally fascinating, but also impossible to include, are the many changes of management of those services which the U.S.S.B. tried so hard to foster, and maintain. Some of these movements can be deduced from the changes of ownership listed, but I fear that some confusion may arise in this matter. In many cases where complete lines were sold to private operators, the ships were carrying the colours of those lines much earlier than would appear from this list. (e.g., again, American Export, American Scantic, Black Diamond). So I stress that the dates shown are the dates when the OWNERSHIP passed from the USSB to the private firm - NOT the date when the ship entered that particular service.

The abbreviation USSB has been used throughout for the owning body, to save space. It would have been pointless to record the movement of every ship involved from USSB to Maritime Commission, then to War Shipping Administration, then to US Dept. of Commerce. However, the abbreviated War Ship Admin (or WSA) is used in some cases where the vessel has been in private ownership & returned to Govt. ownership in the war years.

The data on each ship falls into its natural sequence, except that as this is not the fleet list of a certain company, but rather the "output" of a nation's industry, the standard BNRA form cannot be adopted, and it has been necessary to include rather more detail of a ship's career than is usual. Owners' names have been heavily abbreviated, but I hope with sufficient clarity for identification. A name in brackets indicates that it was not used. Flag is shown after each owner (except the obvious USSB, War Ship Admin, or MOWT), and then the years of registry in that ownership; names of scrappers are shown where known. I have endeavoured to give the final disposition of every ship but there are a few unavoidable gaps.

As a two-finger typist, it has taken me over a year to type this list, so of course it is already out of date. I hope to list changes and bring it up to date in BNRA fashion, later on.

DESIGN SEQUENCE NUMBERS.

EFC Design Numbers started at 1001 and it will quickly be seen that the list which follows does not account for EVERY number. The reasons are simple. Firstly many designs were superceded in early stages and were never developed to the contract stage. The numbers of these are 1002, 1028, 1051, 1052, 1053, 1054, 1062, 1064, 1068, 1071, 1072, 1077, 1081, 1082, 1083, 1087, 1088, 1089, 1090, 1091, 1107, and 1108.

Next, the following wood or composite designs have already been dealt with : 1001, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1056, 1065, 1084, 1102. (No. 1098 was to have been a wood ship, to be built by Kiernan & Kern, but never eventuated; 1104 was allotted to the Australian hulls built by Patterson & McDonald;for both, see wooden ship list.)

The following were either tugs, barges, small craft or concrete : 1035, 1036, 1039, 1040, 1048, 1055, 1061, 1067, 1069, 1070, 1076, 1085, 1096, 1100 and 1101. (No. 1109 is thought to be the wooden barge contract for Beaumont SB - see wooden ship list).

The undermentioned designs warrant separate mention :

1026 was to have been a freighter of 7300 tons dwt., 1030 was an 8800 ton freighter to be built by Ames but superceded by design 1080; 1030T was a 10,000 ton tanker never developed; 1033 was a lake type of 5650 tons dwt. (the "spliced" design mentioned earlier); 1034 was to be a reefer of 12,000 tons dwt., but no contracts were let as it was decided to modify type 1015; 1050 was a "simplified" version of the Submarine type, using different steel sizes, but was not built.

Four designs for particular yards were all cancelled and unfortunately I cannot get details. These were 1066 (for Duthie); 1073 (a 4300 tonner for Merrill Stevens); 1075 (for Standifer) and 1078 (for Chester). Design 1109 is thought to be the wooden barge for Beaumont, mentioned above.

A FEW SUGGESTIONS FOR USING THIS LIST.

As mentioned earlier, it is impossible to supply an index. So it may help, if you seek any particular ship -

(a) if you know the builder, look under the heading hereunder "TYPES BUILT BY THE VARIOUS YARDS". This gives you the possible design numbers.

(b) if it is one of the "familiar" types, the QUICK CROSS INDEX will tell you the design number.

TYPES BUILT BY THE VARIOUS YARDS.

"R" indicates that the ships are on the REQUISITIONED LIST, where there are NO design numbers.

"NO NUMBER" indicates that the design number is unknown; these ships appear at the end of the list of those whose number IS known. Otherwise, design numbers are as shown in the list.

Albina	R, 1049
American Cleveland	R,1020,1093,1099
American Lorain	R,1020,1093,1099
Amer. International	1022,1024
Ames	R,1080
Atlantic Corp	1019
Baltimore	R,1016,1058,1059
Bayles	1023
Bethlehem Alameda	1047,1057
Beth. Elizabethport	1094
Beth. San Francisco	1032
Bethlehem Quincy	1045
Duthie	R,1013,1066
Federal	1037
Fore River	R
Fuller	1037
Globe	R,1020,1074
Great Lakes Ashtabula	R,1042,1060,1074
Great Lakes Riv.Rouge	R,1042,1060,1074
Groton	1015,1016
Hanlon	R,1043
Harlan & Holl'worth	R
Long Beach	R,1019,1021,1097
Los Angeles	1013,1133
McDougall Duluth	R,1020,1099
Manitowoc	R,1044,1074
Merchant	R, 1025
Merrill Stevens	R,1012
Mobile	1038
Moore (Samuel)	R
Moore & Scott	R,1015,1041
New Jersey	R
New York Ship	R,1029,1095,1103
Beth. Sparrows Point	R,1029,1046,1047
Beth. Wilmington	1031,1046,1094
Buffalo	1020,1093,1099
Chester	R
Chicago	R,1020,1093,1099
Columbia River	R,1013
Craig	R
Cramp	R,1128
Daniels	1027
Detroit	R,1020,1093,1099
Doullut & Williams	1037
Downey	1017
Pacific Coast	1015
Pennsylvania	R
Pensacola	1025
Pusey & Jones	R
Saginaw	1020,1074
Seattle Cons.	R
Seattle Nth.Pacific	1015
Skinner & Eddy	R,1013,1079,1105
Southwestern	1019
Standard	R,1063
Standifer	1015
Staten Island	R
Submarine Boat	1023
Sun	R, 1018
Superior	R,1020,1093,1099
Tampa	R
Terry	1031
Texas	R
Todd Tacoma	1014
Toledo	R, 1020,1099

New York Harbor	1023	Union Constr.	1015
Newburgh	1025	Union Iron	R
Newport News	R,1029,1106	Virginia	1015
Northwest Bridge	No Number	Western Pipe & Steel	1019
Northwest Steel	R, 1013	Willamette	R

A QUICK CROSS-INDEX OF FAMILIAR TYPES.

Again, "R" indicates a yard on the REQUISITIONED LIST, but this time the name of the yard is added.

LAKERS - R (under American, Chicago, Detroit, Globe, Great Lakes, Manitowoc, McDougall, Superior, Toledo); designs 1020,1042,1044,1060, 1074, 1093, 1099.
POINTs R (Albina)
WESTS R (Ames, Columbia River, Duthie, Skinner & Eddy, Willamette); designs 1013,1019,1066,1080, 1133
CAPEs R (Bethlehem)
ALLOWAY class - 1015.

CASCADE class 1014
EDENTON class 1079
EDITOR class 1105
Ferris type 1019
"502" class 1095
"535" class 1029
Harriman type 1025
Hog Island Type A 1022
Hog Island Type B 1024
"ROBERT DOLLAR" type 1013
Tankers 1031,1041,1045, 1047, 1058,1059,1106,1128, No Number

May I thank the various people who have made this list possible. Again Span Ashdown, Fred Bland and John Lyman, in alphabetical order; some new friends, Mr. & Mrs. Havilland of Baltimore; Alex Shaw of Bel Air, Md., Paul Silverstone of New York, also Father Dowling of Detroit, Frank Hermans of Antwerp and finally Paul Scarcériaux.

Authorities drawn on have been Hurley's books "The Bridge to France" and "The New Merchant Marine"; Fayle's "Seaborne Trade"; Fassett's" "Shipbuilding Business in the United States"; and the Reports of the U.S. Shipping Board.

Additions and corrections will be gladly welcomed.