



# Saugatuck

Design Type: T2-SE-A1/ Auxiliary

Official Number: AO-75

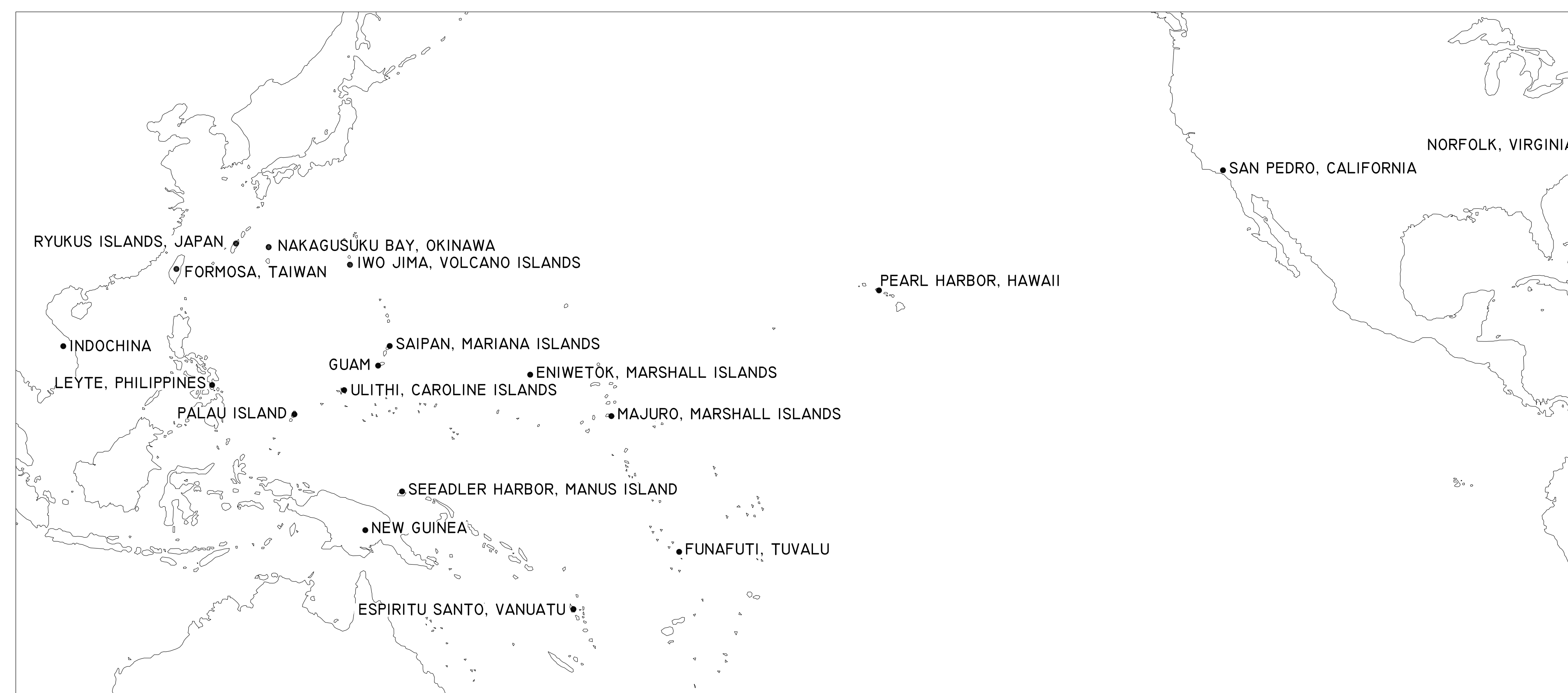


## PRINCIPLE CHARACTERISTICS

**BUILDER:** SUN SHIPBUILDING AND DRY DOCK Co.  
**BUILT:** 1942  
**LOA:** 523'-6"  
**BEAM:** 68'-0"  
**DRAFT:** 30'-0"  
**SPEED:** 15½ KNOTS  
**PROPULSION:** TURBO ELECTRIC PROPULSION, 6,000-SHAFT HORSEPOWER  
**TONNAGE:** 10,448 TONS (GROSS)  
**DISPLACEMENT:** 21,880 TONS (FULL LOAD) 5,730 TONS (LIGHTWEIGHT)  
**COMPLEMENT:** 251 OFFICERS  
**ARMAMENT:** 1 SINGLE 5"/38 DUAL PURPOSE GUNS  
 4 SINGLE 3"/50 DUAL PURPOSE GUNS  
 4 TWIN 40MM GUNS  
 4 TWIN 20MM GUNS



NARA PHOTO - NAVY OIL TANKER SAUGATUCK, CIRCA 1942. U.S. NAVY PHOTO.



NOTE: PORTS OF CALL

THE SAUGATUCK IS REPRESENTATIVE OF TANKER CLASS T2-SE-A1 WHICH BECAME THE WORKHORSE FOR THE U.S. NAVY DURING WORLD WAR II. THERE WERE 481 TANKERS CONSTRUCTED IN THIS CATEGORY UNDER THE U.S. MARITIME COMMISSION'S EMERGENCY PROGRAM BETWEEN 1942 AND 1945. THESE AUXILIARIES SERVICED THE FLEETS ENGAGED AROUND THE GLOBE. MEMBERS OF THIS CLASS SERVED IN THE U.S. NAVY, NAVAL TRANSPORTATION SERVICE, AND MILITARY SEA TRANSPORTATION SERVICE - LATER MILITARY SEALIFT COMMAND. THE SAUGATUCK SERVED FROM 1943 TO 1974 REFUELING SHIPS DURING WORLD WAR II AND THE KOREAN WAR. IT WAS DECOMMISSIONED IN 1974.

THE PROJECT WAS PREPARED UNDER THE DIRECTION OF TODD CROTEAU (HAER MARITIME PROGRAM COORDINATOR). CRYSTAL OLIN (HAER INTERN ARCHITECT) AND ASHLEY T. WALKER (CONTRACT ARCHITECT) GENERATED VESSEL DRAWINGS. JET LOWE (HAER PHOTOGRAPHER) CREATED LARGE FORMAT PHOTOGRAPHS. A SPECIAL THANKS IS GIVEN TO ERHARD KOEHLER (U.S. MARITIME ADMINISTRATION) WHOSE HELP AND ASSISTANCE GREATLY BENEFITED OUR PROJECT.

NOTE: PLEASE REFER TO THE U.S.NAVY OILERS AND TANKERS: UNDERWAY REPLENISHMENT AND FUELING TECHNOLOGIES DOCUMENTATION SET FOR A DETAILED ACCOUNT OF HOW THE SAUGATUCK AND RELATED SHIPS FUNCTIONED AT SEA.

## HISTORIC AMERICAN ENGINEERING RECORD

### *SAUGATUCK* (AO-75)

HAER No. VA-128

**Location:** James River Reserve Fleet, Newport News vicinity, Virginia

**Rig / Type of Craft:** T2-SE-A1/Auxiliary

**Trade:** Tanker

**Class:** *Suamico*

**Hull No.:** AO-75

**Principal Dimensions:** Length (oa): 523'-6"  
Beam: 68'  
Draft: 30'  
Displacement: 5,730 (lt) or 21,880 (fl)  
Gross tonnage: 10,448 tons  
Service speed: 15-½ knots  
(The listed dimensions are as built, but it should be noted that draft, displacement, and tonnages were subject to alteration over time as well as variations in measurement.)

**Dates of Construction:** Keel laying: 20 August 1942  
Launching: 7 December 1942  
Delivery: 21 December 1942

**Designer:** U.S. Maritime Commission

**Builder:** Sun Shipbuilding and Dry Dock Company, Chester, Pennsylvania

**Present Owner:** U.S. Maritime Administration

**Disposition:** Scrapped in June 2006

**Significance:** *Saugatuck* is representative of the T2-SE-A1 tanker class, which became the workhorse for the U.S. Navy during World War II. There were 481 tankers constructed in this category under the U.S. Maritime Commission's

Emergency Program between 1942 and 1945. These auxiliaries serviced the fleets engaged around the globe. Members of this class served in the U.S. Navy, Naval Transportation Service, and Military Sea Transportation Service—later Military Sealift Command.

**Historian:** Brian Clayton, summer 2006

**Project Information:** This project is part of the Historic American Engineering Record (HAER), a long-range program to document historically significant engineering and industrial works in the United States. The Heritage Documentation Programs of the National Park Service, U.S. Department of the Interior, administers the HAER program.

The project was prepared under the direction of Todd Croteau (HAER Maritime Program Coordinator). Crystal Olin (HAER Intern Architect) and Ashley T. Walker (HAER Contract Architect) generated vessel drawings. Jet Lowe (HAER Photographer) produced the large format photographs. Special thanks go to Erhard Koehler (U.S. Maritime Administration) whose help and assistance greatly benefited this project.

## BACKGROUND

When the United States entered World War II, one of the first priorities became the construction of ships. The global experience and ferocity of World War I taught the United States that World War II would be on a grander scale and in more places, involve more people, and require more equipment, in other words, total war.<sup>1</sup> During World War II, the U.S. Maritime Commission became a pivotal force in the development and construction of ships, much like the Shipping Board had been in World War I. Established in 1936, the Maritime Commission succeeded the Shipping Board, but generally followed the same directive: the promotion of U.S. shipping interests. After the United States entered World War II, the Maritime Commission established the “Emergency Program,” a massive ship construction plan that utilized new and existing shipyards across the United States.<sup>2</sup>

The need for the Emergency Program stemmed from the decline of the maritime industry in the inter-war years. After 1918, most of the ships in the Merchant Marine originated from the mobilization endeavor authorized by the United States Shipping Board to support American troops in World War I. Although the board approved the construction of 470 ships to support the war effort, the United States’ participation in the war was brief. Between 1918 and 1922, however, the board added another 1,300 ships to the Merchant Marine, giving the United States a more robust presence in international shipping than it had had in seventy years. The U.S. stock market crash in 1929 and the Great Depression were major setbacks to the maritime industry. Many steamship companies were unable to replace or update their aging ships—over 90 percent of the fleet was over twenty years old and had an average speed of between 10 and 11 knots.<sup>3</sup>

In the mid-1930s, the U.S. government intervened with new legislation to aid the beleaguered maritime industry. President Franklin D. Roosevelt’s New Deal economic policies eventually helped revive the Merchant Marine when Congress passed the Merchant Marine Act of 1936. The act created the U.S. Maritime Commission, superseding the U.S. Shipping Board, and it infused new capital and ideas for rebuilding the fleet. In 1937, the Maritime Commission developed a long-range program for building 500 ships that were both contemporary and economical over a ten-year period. In 1939, the Maritime Commission determined that the production quota of fifty ships per

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<sup>1</sup> Russell F. Weigley, *The American Way of War: A History of United States Military Strategy and Policy* (New York, NY: Macmillan Publishing Co., Inc., 1973), pp. xxi-xxiii.

<sup>2</sup> René De La Pedraja, *A Historical Dictionary of the U.S. Merchant Marine and Shipping Industry since the Introduction of Steam* (Westport, CT: Greenwood Press, 1994), pp. 563-566, 629-631. During World War II, 5,777 ships were delivered to the Maritime Commission. Of these, the commission issued contracts for 5,601, while the remaining ones were built by private firms (111 in total) and foreign firms (sixty-five in all).

<sup>3</sup> Brian J. Cudahy, *Box Boats: How Container Ships Changed the World* (New York: Fordham University Press, 2006), pp. 2-3; L.A. Sawyer and W.H. Mitchell, *Victory Ships and Tankers: The History of the ‘Victory’ Type Cargo Ships and of the Tankers Built in the United States of America during World War II* (Cambridge, MD: Cornell Maritime Press, Inc., 1974), p. 15.



year was too low and doubled it.<sup>4</sup> There were mounting concerns about the war in Europe and the success of the German U-boat campaign against English shipping, particularly since U.S. steamship companies traded with England and France. The U.S. feared that Germany might next turn its attention to U.S. ships or to U.S. trade routes. In response, the Maritime Commission raised its shipping quota in August 1940 to 200 ships per year.<sup>5</sup>

Tankers played a crucial role in successfully defeating the Japanese in the Pacific during World War II. The necessity of tankers became apparent to the U.S. Navy after the fall of the Philippines and Guam, two important forward bases. These defeats forced the navy to supply its troops by sea. Navy tankers like the *Saugatuck* supplied vessels at anchor and in safe locations, like an atoll or lagoon. Later, the U.S. Armed Forces constructed forward bases that the tankers utilized as their staging areas. In the last stages of the war in the Pacific, the U.S. Navy employed tankers using underway replenishment (UNREP) since the warships were at sea for longer periods of time and thus using more fuel, supplies, and ammunition.<sup>6</sup> The UNREP method for fueling consisted of two or more vessels reaching similar speed and course. Once the ships were on a parallel course and close together, a line was passed from the tanker to the receiving ship. High-strength lines strung between ships allowed the cargo and fuel lines to be pulled across to the receiving ship. The tanker's boom held the fuel hose through a saddle, and the receiving ship's crew attached the hose to their bunker for refueling.<sup>7</sup>

## DEVELOPMENT OF THE T2 TANKER

The most common type of tanker in the naval fleet during World War II was the T2-SE-A1, of which the *Saugatuck* is an example.<sup>8</sup> The design can be traced to a commercial plan developed by the Sun Shipbuilding and Dry Dock Company for Standard Oil Company of New Jersey and furnished to the Maritime Commission in 1942. The Maritime Commission released the standard design to four companies to produce the T2 tankers, including Alabama Drydock and Shipbuilding Company of Mobile, Alabama; the Kaiser Company's Swan Island Yard in Portland, Oregon; the Marinship Corporation of Sausalito, California; and the Sun Shipbuilding and Dry Dock Company of Chester, Pennsylvania. The typical production time for a T2 tanker was around seventy days from laying the keel to completion. Fifty-five days of construction were spent in the way,

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<sup>4</sup> Cudahy, *Box Boats*, p. 3; Sawyer and Mitchell, *Victory Ships and Tankers*, p. 15.

<sup>5</sup> Sawyer and Mitchell, *Victory Ships and Tankers*, p. 16.

<sup>6</sup> James L. George, *History of Warships: From Ancient Times to the Twenty-First Century* (Annapolis, MD: Naval Institute Press, 1998), pp. 218-219.

<sup>7</sup> A.S. Bussey, "Skillful Technique Developed in Replenishment at Sea," *Bureau of Ships Journal* 7 (July 1952): pp. 30-33.

<sup>8</sup> Most of the description comes from: U.S. Navy, *Ships' Data U.S. Naval Vessels: Auxiliary, District Craft, and Unclassified Vessels* (Washington, DC: Government Printing Office, 1946), pp. 172-181, and Sawyer and Mitchell, *Victory Ships and Tankers*, pp. 97-98, 172. A complete list of T2-SE-A1 vessels is listed in Appendix B.

while fifteen days were allocated for the fitting out dock. During the period from 1942 to 1945, 481 T2-SE-A1 tankers were manufactured.<sup>9</sup>

The standard design of the T2 tanker was overall length of 523'-6" with a 68' beam. The American Bureau of Shipping rated these tankers at 10,448 gross tons and 16,613 deadweight tons, with a displacement of 21,650 tons of water. The turbo-electric propulsion unit generated 6,000 shaft horsepower and maxed out at 7,240 horsepower, with a top speed of 15-<sup>1</sup>/<sub>2</sub> knots. The average cruising distance was approximately 12,600 miles. A steam turbine generator connected to a propulsion motor ran the propeller. These propulsion units were neither new nor novel; in fact, they can be found on a number of ships built during World War I. Sun Shipbuilding, in fact, had used the turbo-electric drives as early as 1938 on several tankers built for the Atlantic Refining Company. This took the place of the main reduction gear, which required more machinery and a longer time to produce when compared with the turbo-electric drive. During the war effort, there was a high demand for mechanical reduction gears, and the Maritime Commission reserved them for warships.<sup>10</sup>

The T2 tankers had nine sets of tanks. Typically these were made up of center tanks carrying 391,500 gallons with side tanks (sometimes referred to as wing tanks) on the port and starboard sides that each carried 165,000 gallons. Tank 1 differed in that it only had side tanks with no center one. Tanks 2 through 9 measured 36'-6" wide, except for Tank 1, which was only 13'-6". The total cargo-handling capacity was 5,930,000 gallons, or 141,200 barrels. Twenty-six cylindrical hatches in the upper deck opened to stairwells that provided access to the interiors of the tanks.

The T2 could also carry 15,200 cubic feet of dry cargo just forward of Tank 1. A 15' x 12' hatch covered the cargo space. It was serviced by two 5-ton booms on the foremast controlled by four American steam winches on deck. There was also ballast in the forepeak and a collision bulkhead at the end of the tank. Another tank located aft of the bulkhead could carry either ballast or fuel. Most of the drinking water supplying the ship came from two 35-ton tanks located amidships, while a third 40-ton auxiliary tank was located aft.

Two berthing areas, one in the middle island and one in the aft island, served the forty-four member crew. The middle island contained accommodations for the officers, while the aft one held the majority of the berths for the enlisted crew. The mess for both enlisted and officers was located in the aft island but split in the middle by the galley.

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<sup>9</sup> Sawyer and Mitchell, *Victory Ships and Tankers*, p. 97. See also, "A Brief History of the T2 Tanker," at <http://www.t2tanker.org/t2-history.html>, accessed 2006, and "The T2, T2-A and T3-S2-A1 Type Maritime Commission Tankers," at <http://www.t2tanker.org/other-tankers.php>, accessed 2006.

<sup>10</sup> Sawyer and Mitchell, *Victory Ships and Tankers*, pp. 97-98; U.S. Navy, *Ships' Data U.S. Naval Vessels: Auxiliary, District Craft, and Unclassified Vessels* (Washington, DC: Government Printing Office, 1946), pp. 176-181.

The design features of the T2-SE-A1 during World War II included armament. There was one single 5"/38 dual-purpose gun located on the stern and one single 3"/50 dual-purpose gun on the bow. The ship was also equipped with four twin 40mm guns and twelve twin 20mm guns, which were supplied from two ammunition lockers. The forward ammunition storeroom was located below the chain locker and under the waterline for protection. The rear ammunition locker was aft of the after peak and supplied the 5" gun on the poop deck. Both incorporated flashproof shafts with elevators to transport the ammunition to the deck.

Lifesaving equipment consisted of small boats on either side of the tanker. There was enough space for the entire crew on each side because a sinking ship tended to list, and the elevated side prevented the crew from deploying those craft. The lifeboats (twenty-five-man capacity) contained quick-release tackle located on special skids. There were two additional life rafts suspended from inclined troughs. In addition, emergency kick-out panels on divisional bulkheads in the living quarters and chain ladders in the ventilation ducts from the machinery spaces were available in the event of an attack.

Two pump rooms located forward and aft handled the cargo. The main pump room in the aft compartment included six pumps: three 2,000-gallons-per-minute (gpm) electric pumps, two 400-gpm steam reciprocal pumps, and one 700-gpm steam reciprocal pump. A bulkhead separated the motor from the rest of the equipment to prevent accidental ignition of the fuel. The forward pump room contained one 700-gpm pump and one 300-gpm pump, both built by Northern. The steam reciprocating pumps were used for fuel transfer and stripping. Personnel gained access through a small pump house located on the upper deck that was equipped with ladders. The upper deck had kingposts in the after well that handled the fuel and steam lines through 3-ton, 30' booms controlled by four steam winches on deck.

## CONSTRUCTION

Sun Shipbuilding and Dry Dock Company of Chester, Pennsylvania, was established in 1917 on the Delaware River, 15 miles south of Philadelphia. During the interwar years, Sun Shipbuilding built tankers for the Standard Oil Company. The shipyard originally had eight ways but expanded to twenty during the second wave of shipbuilding that occurred after a \$28 million investment by the U.S. Maritime Commission. During a fifth period of expansion, the shipyard added another eight ways for a total of twenty-eight, making it the largest shipbuilder in the country. The yard employed 40,000 people at the peak of production and constructed 281 T2 tankers during World War II, including the *Saugatuck*.<sup>11</sup>

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<sup>11</sup> Sawyer and Mitchell, *Victory Ships and Tankers*, p. 89; "A Brief History of the T2 Tanker"; and "The T2, T2-A and T3-S2-A1 Type Maritime Commission Tankers." A complete list of vessels in the *Suamico* class is listed in Appendix B of this report.

The crew at Sun Shipbuilding laid the keel of the *Saugatuck* (first named the *Newton*) on 20 August 1942 under Maritime Commission Contract, hull number 335. The ship was completed on 16 September 1942. Since the vessel was part of the *Suamico* class, whose names were derived from Native American river names, it was renamed the *Saugatuck* after a California river. The *Suamico* class also included the *Millicoma* (AO-73), *Saranac* (AO-74), *Schuylkill* (AO-76), *Cossatot* (AO-77), *Chepachet* (AO-78), and *Cowanesque* (AO-79).

Mrs. A. MacLachlan sponsored the *Saugatuck* at its launching on 7 December 1942, and it was delivered to the navy on 21 December 1942. The navy converted the ship at the Bethlehem Steel Company in Baltimore, Maryland, with commissioning taking place on 19 February 1943. Lt. Cmdr. Ben Koerner, USNR, served as the first captain of the ship.<sup>12</sup>

## DESCRIPTION

The *Saugatuck* was typical of the T2-SE-A1 design previously described. The general arrangement was as follows. At the fore end were the forepeak and deep tank with the bosun's stores, locker, and dry cargo above. The mechanicals, including the pump room, turbo generators, fuel oil tank, boiler room, and steering gear, were located in the aft end of the ship. Between them were a series of cargo tanks, numbered one through nine. In keeping with the T2 design, Tank 1 consisted of only the side or wing tanks. The decks included the poop deck, containing the winch, mess for the crew and officers, galley, boilers and turbine rooms. The boat deck held two sail boats, while the bridge deck contained generators. The upper bridge deck also held two sail boats, along with a lobby and radio room. The upper deck had cargo hatches for the cargo tanks located below. At the aft end of this upper deck were various spaces related to food storage, including the butter locker, meat room, and steward stores, while various compartments related to the ship's operation were found at the fore end, such as the carpenter shop and paint locker. The second deck and hold included two fuel oil tanks, the nine cargo tanks, and dry cargo at the fore.

The ship was equipped with a General Electric-manufactured turbo-generator and auxiliaries. Babcock and Wilcox boilers were located behind the turbo-generator in the next room. Below the machinery space were various auxiliaries and the main drive motor, also from General Electric. The aft steering compartment contained an electro-hydraulic steering gear manufactured by Stetson-Ross Machine Company.

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<sup>12</sup> U.S. Navy, *Dictionary of American Naval Fighting Ships*, available online at <http://www.history.navy.mil/DANF/S6/saugatuck.htm>, accessed January 3, 2006.



## OPERATIONAL HISTORY

In spring 1943, the *Saugatuck* headed for the South Pacific via the Panama Canal, making ports of call at San Pedro, California, and Pearl Harbor, Hawaii. During summer and fall 1943, the ship carried fuel and lubricants to Espiritu and Funafuti. In January, the vessel headed to sea to refuel the fleet units engaged in action in the Marshall Islands campaign. Beginning on 5 February 1944, the *Saugatuck* moored in Majuro Lagoon to refuel ships, picked up cargo in Funafuti, and made runs to Majuro from the Ellice Islands, California, and Hawaii. In June 1944, the ship headed to the Marinas to support the capture of Saipan. Once there, the crew and ship lay off Saipan refueling the ships in use by the assault force. On 18 June, a wave of Japanese aircraft struck the oilers, and the *Saugatuck* endured three attacks as Japanese aircraft hit it with bomb shrapnel and strafed it during the fifteen-minute encounter. There was one casualty on board as a result of this engagement, but fueling operations recommenced shortly afterward.<sup>13</sup>

The *Saugatuck* departed for the Marshall Islands on 20 June. Once hull and equipment repairs had been finished, the ship was once again deployed to refuel ships, this time at Eniwetok. By the middle of July, the *Saugatuck* had returned to the Marianas, remaining in the area and operating off Guam. At the end of the month, the ship returned to Eniwetok before moving to the Admiralties. The *Saugatuck* moored in Seeadler Harbor, just north of Guam, in September to assist in the assault of Palau. In October, the ship supported the operations in Leyte and then traveled to Ulithi to support units in the task force that assaulted Japanese positions in the Philippines, Indo-China, Formosa, and Ryukyus from November until December. In January 1945, the *Saugatuck* started operating with the units assaulting Luzon and continued operating with the units attacking the Japanese home islands. In March, the ship arrived at the Volcano Islands to supply ships that were engaged in the attack on Iwo Jima. Afterwards, the ship returned to the United States for repairs and modifications at Bethlehem Steel in Los Angeles.<sup>14</sup>

Near the end of World War II, the *Saugatuck* ferried fuel to the Ryukyus Islands and eventually moored in Buckner Bay, where the crew refueled ships until the Japanese surrender. Afterwards, the crew refueled those ships participating in minesweeping in the East China Sea, occupying Japan, and transferring Japanese and American prisoners-of-war. On 19 March 1946, the U.S. Navy decommissioned the *Saugatuck* and returned it to the Maritime Commission. The navy reactivated the *Saugatuck* in 1948 under the newly created Naval Transportation Service and operated it with a civilian crew. In 1949, the Naval Transportation Service became the Military Sea Transportation Service (later Military Sealift Command).<sup>15</sup>

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<sup>13</sup> U.S. Navy, *Dictionary of American Naval Fighting Ships*, Vol. VI (Washington, DC: Naval Historical Center, 1991), pp. 110-111.

<sup>14</sup> U.S. Navy, *Dictionary of American Naval Fighting Ships*, pp. 112-113.

<sup>15</sup> U.S. Navy, *Dictionary of American Naval Fighting Ships*, pp. 114-115.

With the start of hostilities between Korea and the United States, the *Saugatuck* sailed from the West Coast and the Persian Gulf, transferring fuel to Japan and, later, Korea.<sup>16</sup> The *Saugatuck*, along with ten other T2 tankers, was modernized at the Tampa Ship Repair and Drydock Company in Tampa, Florida, in 1963. During the refit, the ship was sandblasted and painted, the wartime features were removed, and the machinery was upgraded and/or replaced. A comprehensive overhaul of the living quarters included replacement and restoration of furniture and upgrade of the galleys. The total cost of modernizing the T2 tankers varied from \$450,000 to over \$1 million per ship.<sup>17</sup>

The *Saugatuck* returned to service until the second decommissioning took place in 1974. The ship lay in mothball status at the National Defense Reserve Fleet in James River, Virginia, until 18 July 2006. Bay Bridge Enterprises of Norfolk, Virginia, won the contract for disposal of the ship in June 2006, and the vessel was removed from the James River Reserve Fleet the following month.

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<sup>16</sup> U.S. Navy, *Dictionary of American Naval Fighting Ships*, p. 115.

<sup>17</sup> "Upgrading of 11 'Coated' T-2s Is Now Nearing Completion," *Sealift Magazine* 15 (November-December 1965): pp. 10-14.

**APPENDIX A: Historic Photographs**

The *Saugatuck* (AO-75) refueling the *Miami* (CL-89), 8 September 1944.  
Record Group 80, Box 1360, Negative No. 358670 (AO-75), in National Archives and  
Records Administration—College Park, Maryland.

The *Saugatuck* (AO-75) refueling the *Miami* (CL-89), 8 September 1944.  
Record Group 80, Box 1360, Negative No. 358671 (AO-75), National Archives and  
Records Administration—College Park, Maryland



The *Saugatuck* (AO-75) in Ulithi harbor, 4 February 1945.  
Record Group 80, Box 1172, Negative No. 315208 (AO-75), National Archives and  
Records Administration—College Park, Maryland

The *Saugatuck* (AO-75) refueling the *Massachusetts* (BB-59), 20 April 1945.  
Record Group 80, Box 1245, Negative No. 331615 (AO-75), National Archives and  
Records Administration—College Park, Maryland

The *Saugatuck* (AO-75) moored in San Francisco, CA, 1949.  
San Francisco Maritime National Historical Park, #P77-026A448N

**APPENDIX B: List of all T2-SE-A1 Vessels Constructed**

<b>Yard</b>	<b>Hull #</b>	<b>MC #</b>	<b>Original Name</b>	<b>Delivered</b>	<b>Disposition</b>
Alabama	245	529	<i>Arickaree</i>	11-Mar-43	Sold private 1948, scrapped 1968
Alabama	246	530	<i>Birch Coolie</i>	31-Mar-43	Sold private 1948, scrapped 1960
Alabama	247	531	<i>Buffalo Wallow</i>	24-Apr-43	Sold private 1948, scrapped
Alabama	248	532	<i>Camas Meadows</i>	11-May-43	Sold private 1948, wrecked 1955 and scrapped
Alabama	249	533	<i>Canyon Creek</i>	29-May-43	Sold private 1947, scrapped 1964
Alabama	250	534	<i>Cedar Mills</i>	15-Jul-43	Mined off Ancona 1945 and scrapped
Alabama	251	535	<i>Hat Creek</i>	31-Jul-43	Sold private 1948, scrapped
Alabama	252	536	<i>Julesburg</i>	24-Aug-43	Sold private 1948, scrapped
Alabama	253	537	<i>Little Big Horn</i>	18-Jun-43	Sold private 1948, scrapped
Alabama	254	538	<i>McClellan Creek</i>	2-Jul-43	Sold private 1947, scrapped 1965
Alabama	255	539	<i>Pine Ridge</i>	30-Aug-43	Sold private 1948, wrecked 1960, and scrapped
Alabama	256	540	<i>Powder River</i>	9-Sep-43	Sold private 1948, scrapped
Alabama	257	541	<i>Quemado Lake</i>	20-Sep-43	Sold private 1948, scrapped 1972
Alabama	258	542	<i>Rosebud</i>	30-Sep-43	Sold private 1948, scrapped
Alabama	259	543	<i>Red Canyon</i>	12-Oct-43	Sold private 1948, scrapped
Alabama	260	544	<i>Sappa Creek</i>	29-Oct-43	To USN 1948 as AO 141, to NDRF 1960
Alabama	261	545	<i>Sweetwater</i>	13-Nov-43	Sold private 1948, scrapped 1961



Alabama	262	546	<i>Wagon Box</i>	11-Dec-43	Sold private 1948, converted to self-unloader 1962, scrapped
Alabama	263	547	<i>Washita</i>	31-Dec-43	Sold private 1948, scrapped 1964
Alabama	264	548	<i>Abiqua</i>	31-Oct-43	To USN 1956 as AO 158, sold private 1968, scrapped 1970
Alabama	265	549	<i>Touchet</i>	26-Nov-43	Torpedoed and lost in the Gulf of Mexico 1943
Alabama	266	550	<i>Evans Creek</i>	30-Nov-43	Sold private 1948, scrapped
Alabama	267	551	<i>Skull Bar</i>	31-Dec-43	Sold private 1948, scrapped 1963
Alabama	268	552	<i>Four Lakes</i>	26-Jan-44	Sold private 1948, scrapped
Alabama	269	553	<i>Cayuse</i>	31-Jan-44	Sold private 1948, scrapped
Alabama	270	554	<i>Wolf Mountain</i>	16-Feb-44	Sold private 1948, scrapped
Alabama	271	555	<i>Wyoming Valley</i>	29-Feb-44	Sold private 1948, scrapped 1963
Alabama	272	556	<i>Apache Canyon</i>	9-Mar-44	Sold private 1948, scrapped 1965
Alabama	273	557	<i>Autossee</i>	21-Mar-44	Sold private 1948, scrapped 1961
Alabama	274	558	<i>White River</i>	31-Mar-44	Sold private 1948, scrapped
Alabama	275	559	<i>Wood Lake</i>	17-Apr-44	Sold private 1948, wrecked 1968 and scrapped
Alabama	276	560	<i>Beaver Dam</i>	28-Apr-44	Sold private 1948, scrapped 1963
Alabama	277	561	<i>Callabee</i>	8-May-44	Sold private 1948, scrapped 1963
Alabama	278	562	<i>Cahawba</i>	29-May-44	Sold private 1948, scrapped 1961
Alabama	279	563	<i>Horseshoe</i>	16-Jun-44	Sold private 1948, scrapped 1962
Alabama	280	564	<i>Wahoo Swamp</i>	18-Jul-44	Sold private 1948, scrapped 1972
Alabama	288	1496	<i>Fort Laramie</i>	30-Oct-43	Sold private 1948, scrapped

Alabama	289	1497	<i>Fort Bridger</i>	29-Feb-44	Sold private 1948, scrapped 1970
Alabama	290	1498	<i>Fort Fetterman</i>	15-Jan-44	Sold private 1948, scrapped
Alabama	291	1499	<i>Wilson's Creek</i>	17-Apr-44	Sold private 1948, scrapped 1969
Alabama	292	1500	<i>San Juan Hill</i>	19-May-44	Sold private 1948, scrapped
Alabama	293	1501	<i>Bear Paw</i>	30-May-44	Sold private 1948, scrapped
Alabama	294	1502	<i>Platte Bridge</i>	16-Jun-44	Sold private 1948, scrapped 1966
Alabama	295	1503	<i>Pocket Canyon</i>	30-Jun-44	Sold private 1948, scrapped
Alabama	296	1504	<i>Tule Canyon</i>	30-Jun-44	Sold private 1948, scrapped 1963
Alabama	297	1505	<i>White Bird Canyon</i>	28-Jul-44	Sold private 1948, sank 1964
Alabama	298	1506	<i>El Caney</i>	31-Jul-44	Sold private 1948, scrapped 1964
Alabama	299	1507	<i>The Cabins</i>	14-Aug-44	Sold private 1948, scrapped
Alabama	300	1508	<i>Nordahl Grieg</i>	22-Aug-44	To Norway 1944, sold private 1946, scrapped 1963
Alabama	301	1509	<i>The Cottonwoods</i>	29-Aug-44	Sold private 1948, scrapped 1966
Alabama	302	1510	<i>Barren Hill</i>	31-Aug-44	Sold private 1948, scrapped
Alabama	303	1511	<i>Bemis Heights</i>	19-Sep-44	Sold private 1948, sank 1948
Alabama	304	1512	<i>Briar Creek</i>	21-Sep-44	Sold private 1948, scrapped
Alabama	305	1513	<i>Camp Defiance</i>	28-Sep-44	Sold private 1948, scrapped
Alabama	306	1514	<i>Chatterton Hill</i>	30-Sep-44	Sold private 1948, scrapped 1963
Alabama	307	1515	<i>Fort Stevens</i>	12-Oct-44	Sold private 1948, scrapped 1959
Alabama	308	1516	<i>North Point</i>	21-Oct-44	Sold private 1948, scrapped 1960
Alabama	309	1517	<i>Paulus Hook</i>	27-Oct-44	Sold private 1948, scrapped

Alabama	310	1518	<i>Quaker Hill</i>	30-Oct-44	Sold private 1948, scrapped 1966
Alabama	311	1519	<i>Red Bank</i>	10-Nov-44	Sold private 1948, scrapped 1960
Alabama	312	2037	<i>Grand River</i>	15-Nov-44	Sold private 1948, scrapped 1965
Alabama	313	2038	<i>Cottonwood Creek</i>	22-Nov-44	Sold private 1948, wrecked and abandoned 1970
Alabama	314	2039	<i>Little Butte</i>	27-Nov-44	Sold private 1948, scrapped 1963
Alabama	315	2040	<i>Fort Ridgely</i>	30-Nov-44	Sold private 1948, scrapped
Alabama	316	2041	<i>Rogue River</i>	12-Dec-44	Sold private 1948, scrapped
Alabama	317	2042	<i>The Yakima</i>	18-Dec-44	Sold private 1948, scrapped 1968
Alabama	318	2043	<i>Beecher Island</i>	22-Dec-44	Sold private 1948, scrapped 1959
Alabama	319	2044	<i>Ash Hollow</i>	30-Dec-44	To Norway 1944 as Kirkenes, scrapped 1960
Alabama	320	2045	<i>Mobile Bay</i>	8-Jan-45	Sold private 1948, damaged and scrapped 1970
Alabama	321	2046	<i>Pit River</i>	19-Jan-45	Sold private 1948, wrecked 1959 and scrapped
Alabama	322	2047	<i>Fort Robinson</i>	22-Jan-45	Sold private 1948, scrapped 1965
Alabama	323	2048	<i>Palo Duro</i>	30-Jan-45	Sold private 1948, scrapped 1962
Alabama	324	2049	<i>Crow Wing</i>	31-Jan-45	Sold private 1948, scrapped 1961
Alabama	325	2050	<i>Pawnee Rock</i>	13-Feb-45	Sold private 1948, scrapped 1965
Alabama	326	2051	<i>Sandy Lake</i>	19-Feb-45	Sold private 1948, scrapped
Alabama	327	2052	<i>Piqua</i>	22-Feb-45	Sold private 1948, scrapped 1964
Alabama	328	2053	<i>Fort Pitt</i>	26-Feb-45	Sold private 1948, scrapped 1969
Alabama	329	2054	<i>Sideling Hill</i>	28-Feb-45	Sold private 1948, scrapped

Alabama	330	2055	<i>Blue Licks</i>	13-Mar-45	Sold private 1948, scrapped
Alabama	331	2056	<i>Golden Hill</i>	23-Mar-45	Sold private 1948, scrapped
Alabama	332	2057	<i>War Bonnet</i>	30-Mar-45	Sold private 1948, scrapped 1967
Alabama	333	2058	<i>Honningsvaag</i>	11-Apr-45	To Norway 1945, sold private 1948, scrapped
Alabama	334	2059	<i>Kathio</i>	19-Apr-45	Sold private 1948, scrapped
Alabama	335	2060	<i>Spirit Lake</i>	26-Apr-45	Sold private 1948, scrapped
Alabama	336	2061	<i>Kaposia</i>	30-Apr-45	Sold private 1948, scrapped 1972
Alabama	337	2062	<i>Chicaca</i>	15-May-45	Sold private 1948, scrapped 1968
Alabama	338	2063	<i>Ackia</i>	23-May-45	Sold private 1948, scrapped
Alabama	339	2064	<i>Boonesborough</i>	30-May-45	Sold private 1948, scrapped 1961
Alabama	340	2613	<i>Council Grove</i>	12-Jun-45	Sold private 1948, scrapped
Alabama	341	2614	<i>Gold Creek</i>	21-Jun-45	Sold private 1948, scrapped
Alabama	342	2615	<i>Dobytown</i>	30-Jun-45	Sold private 1948, burnt 1953 but repaired and converted to a dredger
Alabama	343	2616	<i>Wagon Mound</i>	13-Jul-45	Sold private 1948, scrapped
Alabama	344	2617	<i>Phantom Hill</i>	24-Jul-45	Sold private 1948, scrapped 1969
Alabama	345	2618	<i>Raton Pass</i>	31-Jul-45	Sold private 1948, scrapped
Alabama	346	2619	<i>Archers Hope</i>	28-Aug-45	Sold private 1948, scrapped
Alabama	347	2856	<i>Ninety-Six</i>	29-Aug-45	Sold private 1948, sank 1971
Alabama	348	2857	<i>Moccasin Gap</i>	11-Sep-45	Sold private 1948, scrapped 1962
Alabama	349	2858	<i>Cabusto</i>	26-Sep-45	Sold private 1948, scrapped

Alabama	350	2859	<i>Fort Mims</i>	1-Oct-45	Sold private 1948, damaged in 1971 collision and scrapped
Alabama	351	2860	<i>Seneca Castle</i>	12-Oct-45	Sold private 1948, scrapped 1962
Alabama	352	2861	<i>Rock Landing</i>	24-Oct-45	Sold private 1948, scrapped
Alabama	353	2862	<i>Black River</i>	30-Oct-45	Sold private 1948, scrapped
Kaiser Co.	1	793	<i>Schenectady</i>	Dec-42	Sold private 1948, scrapped 1962
Kaiser Co.	2	794	<i>Quebec</i>	Feb-43	Sold private 1948, scrapped 1966
Kaiser Co.	3	795	<i>Fort Moultrie</i>	Mar-43	Sold private 1948, wrecked and scrapped 1963
Kaiser Co.	4	796	<i>Fort Washington</i>	Mar-43	Sold private 1948, jumboized 1961, scrapped
Kaiser Co.	5	797	<i>Egg Harbor</i>	Apr-43	Sold private 1948, converted to bulker 1962, scrapped
Kaiser Co.	6	798	<i>Stony Point</i>	Apr-43	Sold private 1948, in collision 1957, burnt and scrapped
Kaiser Co.	7	799	<i>New London</i>	May-43	Sold private 1948, scrapped 1963
Kaiser Co.	8	800	<i>Brookfield</i>	May-43	Sold private 1948, scrapped 1966
Kaiser Co.	9	801	<i>Northfield</i>	May-43	Sold private 1948, jumboized 1961, scrapped
Kaiser Co.	10	802	<i>Hadley</i>	May-43	Sold private 1948, scrapped
Kaiser Co.	11	803	<i>Fallen Timbers</i>	May-43	Sold private 1948, scrapped 1966
Kaiser Co.	12	804	<i>Pequot Hill</i>	Jun-43	Sold private 1948, scrapped 1971
Kaiser Co.	13	805	<i>Fort Dearborn</i>	Jun-43	Damaged by Japanese aircraft off Guam 1944, salvaged and converted to power plant, scrapped 1952

Kaiser Co.	14	806	<i>Queenstown Heights</i>	Jun-43	Sold private 1948, scrapped 1960
Kaiser Co.	15	807	<i>River Raisin</i>	Jun-43	Sold private 1948, scrapped 1963
Kaiser Co.	16	808	<i>Fort Meigs</i>	Jul-43	Sold private 1948, scrapped 1960
Kaiser Co.	17	809	<i>Fort Stephenson</i>	Jul-43	Sold private 1948, scrapped 1962
Kaiser Co.	18	810	<i>York</i>	Jul-43	Sold private 1948, scrapped 1963
Kaiser Co.	19	811	<i>Fort George</i>	Jul-43	Sold private 1948, converted to bulker 1961, scrapped
Kaiser Co.	20	812	<i>Sackett's Harbor</i>	Aug-43	Broke in two in the Aleutians 1946, forebody scuttled, afterbody used as power plant, sold private and jumboized as wine carrier 1956, wrecked 1960, but repaired, scrapped
Kaiser Co.	21	813	<i>Stony Creek</i>	Aug-43	Sold private 1948, scrapped 1960
Kaiser Co.	22	814	<i>Lundy's Lane</i>	Aug-43	Sold private 1948, scrapped 1964
Kaiser Co.	23	815	<i>Fort Erie</i>	Aug-43	Sold private 1948, scrapped 1961
Kaiser Co.	24	816	<i>Plattsburg</i>	Aug-43	Sold private 1948, scrapped 1965
Kaiser Co.	25	817	<i>Lack Champlain</i>	Sep-43	Sold private 1948, converted to bulker 1962, scrapped
Kaiser Co.	26	818	<i>Bladensburg</i>	Oct-43	Sold private 1948, jumboized 1967, scrapped
Kaiser Co.	27	819	<i>Fort McHenry</i>	Sep-43	Sold private 1948, scrapped 1964
Kaiser Co.	28	820	<i>Fort Sumter</i>	Oct-43	Broke in two south of Attu 1946 and scuttled
Kaiser Co.	29	821	<i>Fort Henry</i>	Oct-43	Sold private 1948, jumboized 1967, scrapped
Kaiser Co.	30	822	<i>Fort Donelson</i>	Oct-43	Sold private 1948, scrapped

Kaiser Co.	31	823	<i>White Oak</i>	Oct-43	Sold private 1948, scrapped 1966
Kaiser Co.	33	825	<i>Champoeg</i>	Nov-43	Sold private 1948, jumboized 1963, wrecked 1964 and converted to barge
Kaiser Co.	34	826	<i>Oregon Trail</i>	Nov-43	Sold private 1948, converted to whale oil carrier 1954, scrapped
Kaiser Co.	35	827	<i>Corvallis</i>	Dec-43	Sold private 1948, scrapped 1964
Kaiser Co.	36	828	<i>Gervais</i>	Nov-43	Sold private 1948, converted to bulker 1962, scrapped
Kaiser Co.	37	829	<i>Umatilla</i>	Nov-43	Sold private 1948, converted to bulker 1960, scrapped
Kaiser Co.	38	830	<i>Klamath Falls</i>	Dec-43	Sold private 1948, converted to bulker 1956, wrecked and abandoned 1962 but salvaged and scrapped
Kaiser Co.	39	831	<i>Yamhill</i>	Dec-43	Sold private 1948, converted to bulker 1962, scrapped
Kaiser Co.	40	832	<i>Owyhee</i>	Dec-43	Sold private 1948, converted to bulker 1961, scrapped
Kaiser Co.	41	833	<i>Table Rock</i>	Dec-43	Sold private 1948, converted to bulker 1962, scrapped
Kaiser Co.	42	834	<i>Wallowa</i>	Dec-43	Sold private 1948, converted to bulker 1959, scrapped
Kaiser Co.	43	835	<i>Grande Ronde</i>	Dec-43	Sold private 1948, converted to bulker 1961, scrapped
Kaiser Co.	44	836	<i>Coquille</i>	Dec-43	Sold private 1948, converted to chemical carrier 1955, scrapped
Kaiser Co.	45	837	<i>Jacksonville</i>	Jan-44	Torpedoed and lost off Ireland 1944

Kaiser Co.	46	838	<i>Meacham</i>	Jan-44	Sold private 1948, scrapped 1966
Kaiser Co.	47	839	<i>Nehalem</i>	Feb-44	Sold private 1948, scrapped 1965
Kaiser Co.	48	840	<i>Tillamook</i>	Feb-44	Sold private 1948, jumboized 1971, scrapped
Kaiser Co.	49	841	<i>Pendleton</i>	Feb-44	Sold private 1948, broke in two 19652 but salvaged and scrapped
Kaiser Co.	50	842	<i>Celilo</i>	Feb-44	Sold private 1948, converted to bulker 1960, scrapped
Kaiser Co.	51	843	<i>Crater Lake</i>	Mar-44	Sold private 1948, exploded 1951 but repaired, scrapped 1965
Kaiser Co.	52	844	<i>Newberg</i>	Mar-44	Sold private 1948, converted to bulker 1962, scrapped
Kaiser Co.	53	845	<i>Ochoco</i>	Mar-44	Sold private 1948, scrapped 1961
Kaiser Co.	54	846	<i>Rainier</i>	Mar-44	Sold private 1948, converted to bulker 1962, wrecked and lost 1965
Kaiser Co.	55	847	<i>Battle Rock</i>	Mar-44	Sold private 1948, scrapped 1968
Kaiser Co.	56	848	<i>The Dalles</i>	Apr-44	Sold private 1948, scrapped 1964
Kaiser Co.	57	1914	<i>Glacier Park</i>	Apr-44	Sold private 1948, jumboized 1964, scrapped
Kaiser Co.	58	1915	<i>Grand Mesa</i>	Apr-44	Sold private 1948, scrapped 1965
Kaiser Co.	59	1916	<i>Idaho Falls</i>	Apr-44	Sold private 1948, scrapped
Kaiser Co.	60	1917	<i>Silverpeak</i>	May-44	Sold private 1948, converted to bulker 1959, scrapped
Kaiser Co.	61	1918	<i>Elk Basin</i>	May-44	Sold private 1948, scrapped 1962



Kaiser Co.	62	1919	<i>Coulee Dam</i>	May-44	Sold private 1948, damaged in collision 1958 and scrapped
Kaiser Co.	63	1920	<i>Tuolumne Meadows</i>	May-44	Sold private 1948, scrapped 1961
Kaiser Co.	64	1921	<i>Camp Namanu</i>	May-44	Sold private 1948, scrapped 1969
Kaiser Co.	65	1922	<i>Wolf Creek</i>	May-44	Sold private 1948, converted to bulker 1961, scrapped
Kaiser Co.	66	1923	<i>Donner Lake</i>	Jun-44	Sold private 1948, scrapped 1964
Kaiser Co.	67	1924	<i>Scotts Bluff</i>	Jun-44	Sold private 1948, scrapped 1968
Kaiser Co.	68	1925	<i>Tumacacori</i>	Jun-44	Sold private 1948, converted to bulker 1955, scrapped 1963
Kaiser Co.	69	1926	<i>Chalmette</i>	Jun-44	Sold private 1948, converted to sulphur carrier Marine Duval 1969, scrapped 2002
Kaiser Co.	70	1927	<i>Nickajack Trail</i>	Jun-44	Sank in Eniwetok Harbor 1946
Kaiser Co.	71	1928	<i>Shawnee Trail</i>	Jun-44	To Russia 1944 as Emba, returned 1948, to USN 1949 as Shawnee (AO 142), to NDRF 1972
Kaiser Co.	72	1929	<i>Bandelier</i>	Jul-44	Sold private 1948, scrapped 1961
Kaiser Co.	73	1930	<i>Trailblazer</i>	Jul-44	To Norway 1944 as Kaptein Worsoe, sold private 1946, to France 1961 as A 620, scrapped 1963
Kaiser Co.	74	1931	<i>Fort Winnebago</i>	Jul-44	Sold private 1948, scrapped 1963
Kaiser Co.	75	1932	<i>Forbes Road</i>	Jul-44	Sold private 1948, to Italy 1959 as Sterope (A 5368), scrapped 1963
Kaiser Co.	76	1933	<i>Fort Charlotte</i>	Jul-44	Sold private 1948, jumboized 1961, scrapped

Kaiser Co.	77	1934	<i>Chaco Canyon</i>	Aug-44	Sold private 1948, scrapped 1961
Kaiser Co.	78	1935	<i>Pipe Spring</i>	Aug-44	Sold private 1948, scrapped 1963
Kaiser Co.	79	1936	<i>Fort Matanzas</i>	Aug-44	Sold private 1948, scrapped 1961
Kaiser Co.	80	1937	<i>Verendrye</i>	Aug-44	Sold private 1948, converted to bulker 1961, scrapped
Kaiser Co.	81	1938	<i>Castle Pinckney</i>	Aug-44	Sold private 1948, scrapped 1965
Kaiser Co.	82	1939	<i>Tonto</i>	Aug-44	Sold private 1948, scrapped 1966
Kaiser Co.	83	1940	<i>Grand Teton</i>	Sep-44	Sold private 1948, scrapped 1967
Kaiser Co.	84	1941	<i>Beacon Rock</i>	Sep-44	To Russia 1944 as Donbass, wrecked 1946, scrapped 1957
Kaiser Co.	85	1942	<i>Hovenweep</i>	Sep-44	Sold private 1948, converted to bulker 1962, scrapped
Kaiser Co.	86	1943	<i>Swan Island</i>	Sep-44	Sold private 1948, scrapped 1961
Kaiser Co.	87	1944	<i>Montezuma Castle</i>	Sep-44	Sold private 1948, converted to bulker 1961, scrapped
Kaiser Co.	88	1945	<i>Smoky Hill</i>	Sep-44	Sold private 1948, scrapped 1965
Kaiser Co.	89	1946	<i>Fort William</i>	Sep-44	Sold private 1948, jumboized 1957, scrapped 1965
Kaiser Co.	90	1947	<i>Pioneer Valley</i>	Sep-44	To Russia 1944 as Krasnaia Armia, returned 1948, to USN 1949 as Pioneer Valley (AO 140), to Colombia 1972
Kaiser Co.	91	1948	<i>Battle Mountain</i>	Oct-44	Sold private 1948, jumboized 1959, scrapped
Kaiser Co.	92	1949	<i>Fort Wood</i>	Oct-44	Sold private 1948, converted to bulker 1961, scrapped
Kaiser Co.	93	1950	<i>Hood River</i>	Oct-44	Sold private 1948, scrapped 1967

Kaiser Co.	94	1951	<i>Blacks Hills</i>	Oct-44	Sold private 1948, scrapped 1962
Kaiser Co.	95	1952	<i>Warrior Point</i>	Oct-44	Sold private 1948, converted to sand carrier 1963, scrapped 1970
Kaiser Co.	96	1953	<i>Pulpit Rock</i>	Nov-44	Sold private 1948, scrapped 1962
Kaiser Co.	97	1954	<i>Fort Clatsop</i>	Nov-44	Sold private 1948, damaged in collision 1971 but repaired, scrapped
Kaiser Co.	98	1955	<i>Laurel Hill</i>	Nov-44	Sold private 1948, scrapped 1961
Kaiser Co.	99	1956	<i>Mesa Verde</i>	Nov-44	Sold private 1948, scrapped 1961
Kaiser Co.	100	1957	<i>W.L.R. Emmet</i>	Nov-44	Sold private 1948, scrapped 1967
Kaiser Co.	101	1958	<i>El Morro</i>	Dec-44	Sold private 1948, scrapped 1959
Kaiser Co.	102	1959	<i>Casa Grande</i>	Dec-44	Sold private 1948, scrapped 1966
Kaiser Co.	103	1960	<i>Pilot Butte</i>	Dec-44	Sold private 1948, scrapped 1966
Kaiser Co.	110	2393	<i>Bryce Canyon</i>	Dec-44	Sold private 1948, scrapped 1961
Kaiser Co.	111	2394	<i>Cedar Breaks</i>	Dec-44	Sold private 1948, jumboized 1966, scrapped
Kaiser Co.	112	2395	<i>Pinnacles</i>	Dec-44	Sold private 1948, converted to chemical carrier 1961, scrapped
Kaiser Co.	113	2396	<i>Capitol Reef</i>	Dec-44	Sold private 1948, scrapped 1961
Kaiser Co.	114	2397	<i>Joshua Tree</i>	Jan-45	Sold private 1948, scrapped 1963
Kaiser Co.	115	2398	<i>Platt Park</i>	Jan-45	Sold private 1948, scrapped 1967
Kaiser Co.	116	2399	<i>Stones River</i>	Jan-45	Sold private 1948, scrapped 1961
Kaiser Co.	117	2400	<i>Fort Stanwix</i>	Jan-45	Sold private 1948, converted to bulker 1962, scrapped
Kaiser Co.	118	2401	<i>Fort Frederica</i>	Jan-45	Sold private 1948, scrapped 1959

Kaiser Co.	119	2402	<i>Saguaro</i>	Jan-45	Sold private 1948, jumboized 1960, scrapped
Kaiser Co.	120	2403	<i>Chisholm Trail</i>	Feb-45	Sold private 1948, damaged in collision 1961 and scrapped
Kaiser Co.	121	2404	<i>Carlsbad</i>	Feb-45	Sold private 1948, converted to LPG carrier 1961, scrapped
Kaiser Co.	122	2405	<i>Fort Christina</i>	Feb-45	Sold private 1948, scrapped 1966
Kaiser Co.	123	2406	<i>Sunset</i>	Feb-45	Sold private 1948, converted to LPG carrier 1962, scrapped
Kaiser Co.	124	2407	<i>Choctaw Trail</i>	Feb-45	Sold private 1948, scrapped 1966
Kaiser Co.	125	2408	<i>White Sands</i>	Mar-45	Sold private 1948, scrapped 1961
Kaiser Co.	126	2409	<i>Sullys Hill</i>	Mar-45	Sold private 1948, scrapped 1966
Kaiser Co.	127	2410	<i>New Echota</i>	Mar-45	Sold private 1948, scrapped 1960
Kaiser Co.	128	2411	<i>Muir Woods</i>	Mar-45	To Russia 1944 as Elbrus, returned 1948, to USN 1949 as Muir Woods (AO 139), to NDRF 1959
Kaiser Co.	129	2412	<i>Big Bend</i>	Mar-45	Sold private 1948, converted to bulker 1962, scrapped
Kaiser Co.	130	2413	<i>Kings Canyon</i>	Apr-45	Sold private 1948, converted to cement carrier 1964, scrapped
Kaiser Co.	131	2414	<i>Salem Maritime</i>	Apr-45	Sold private 1948, exploded and CTL 1956, rebuilt 1957, scrapped
Kaiser Co.	132	2415	<i>Fort Lane</i>	Apr-45	Sold private 1948, scrapped 1965
Kaiser Co.	133	2416	<i>Bradford Island</i>	Apr-45	Sold private 1948, jumboized 1970, scrapped
Kaiser Co.	134	2417	<i>Homestead</i>	May-45	Struck by lightning in Jacksonville harbor and burnt 1946, scrapped

Kaiser Co.	135	2418	<i>Fort Raleigh</i>	May-45	Sold private 1948, scrapped 1961
Kaiser Co.	136	2419	<i>Modoc Point</i>	May-45	Sold private 1948, scrapped 1962
Kaiser Co.	137	2420	<i>Chemawa</i>	Jun-45	Sold private 1948, jumboized 1960, scrapped
Kaiser Co.	138	2421	<i>Grants Pass</i>	Jun-45	Sold private 1948, converted to bulker 1959, scrapped
Kaiser Co.	139	2422	<i>Steens Mountain</i>	Jun-45	Sold private 1948, jumboized 1960, burnt 1972 and scrapped
Kaiser Co.	140	2423	<i>Council Crest</i>	Jul-45	Sold private 1948, scrapped 1962
Kaiser Co.	141	2424	<i>Government Camp</i>	Jul-45	Sold private 1948, converted to bulker 1962, scrapped
Kaiser Co.	142	2425	<i>Multnomah</i>	Jul-45	Sold private 1948, jumboized 1962, scrapped
Kaiser Co.	143	2426	<i>Grays Harbor</i>	Jul-45	Sold private 1948, converted to sand/silt carrier 1964, scrapped 1970
Kaiser Co.	144	2427	<i>Halls of Montezuma</i>	Aug-45	Sold private 1948, converted to ore/oil carrier 1955, scrapped
Kaiser Co.	145	2428	<i>Silver Creek</i>	Aug-45	Sold private 1948, scrapped 1962
Kaiser Co.	146	2429	<i>Glenn's Ferry</i>	Sep-45	Wrecked, exploded and sank off Batag Island 1945
Kaiser Co.	147	2430	<i>Cannon Beach</i>	Sep-45	Sold private 1948, jumboized 1960, scrapped
Kaiser Co.	148	2720	<i>Jordan Valley</i>	Sep-45	Sold private 1948, burnt 1952 but repaired, scrapped
Kaiser Co.	149	2721	<i>Fort Hoskins</i>	Oct-45	Sold private 1948, jumboized 1961, scrapped

Kaiser Co.	150	2722	<i>Snake River</i>	Oct-45	Sold private 1948, scrapped 1969
Kaiser Co.	151	2723	<i>Victory Loan</i>	Oct-45	Sold private 1948, jumboized 1967, scrapped
Kaiser Co.	152	2724	<i>Coxcomb Hill</i>	Nov-45	Sold private 1948, jumboized 1958, scrapped
Kaiser Co.	153	2725	<i>Bent's Fort</i>	Nov-45	Sold private 1948, scrapped 1970\
Marinship	56	1832	<i>Kettleman Hills</i>	Sep-44	Sold private 1951, burnt 1964 and abandoned but salvaged, forebody reused, afterbody scrapped
Marinship	57	1833	<i>Elk Hills</i>	Sep-44	Sold private 1948, scrapped 1966
Marinship	58	1834	<i>Lost Hills</i>	Sep-44	Sold private 1947, scrapped 1960
Marinship	59	1835	<i>Antelope Hills</i>	Oct-44	Sold private 1948, converted to sulphur carrier 1961, scrapped
Marinship	60	1836	<i>Buena Vista</i>	Nov-44	Sold private 1948, scrapped 1962
Marinship	61	1837	<i>Coalinga Hills</i>	Nov-44	Sold private 1948, wrecked 1963 and scrapped
Marinship	62	1838	<i>Montebello Hills</i>	Nov-44	Sold private 1951, scrapped 1969
Marinship	63	1839	<i>Inglewood Hills</i>	Dec-44	Sold private 1948, scrapped 1963
Marinship	64	1840	<i>Baldwin Hills</i>	Dec-44	Sold private 1948, scrapped 1968
Marinship	65	1841	<i>McKittrick Hills</i>	Dec-44	Sold private 1951, scrapped 1964
Marinship	66	1842	<i>Newhall Hills</i>	Dec-44	wrecked 1947 but repaired and sold private 1947, scrapped 1961
Marinship	67	1843	<i>Rincon Hills</i>	Dec-44	Sold private 1948, scrapped 1961
Marinship	68	1844	<i>Potrero Hills</i>	Jan-45	Sold private 1948, converted to trailership 1955, damaged in storm 1964 and scrapped

Marinship	69	1845	<i>Sunset Hills</i>	Feb-45	Sold private 1948, scrapped 1961
Marinship	70	1846	<i>Midway Hills</i>	Feb-45	Sold private 1948, sank 1961
Marinship	71	1847	<i>Whittier Hills</i>	Feb-45	Sold private 1948, converted to trailership 1955, scrapped 1964
Marinship	72	1848	<i>Signal Hills</i>	Feb-45	Sold private 1948
Marinship	73	1849	<i>Ventura Hills</i>	Feb-45	Sold private 1948, scrapped 1966
Marinship	74	2095	<i>Puente Hills</i>	Mar-45	Sold private 1948, scrapped 1962
Marinship	75	2096	<i>La Brea Hills</i>	Mar-45	Sold private 1948, scrapped 1970
Marinship	76	2097	<i>Santa Maria Hills</i>	Mar-45	Sold private 1948, converted to self-unloader 1961, scrapped
Marinship	77	2098	<i>Kern Hills</i>	Apr-45	Sold private 1948, scrapped 1961
Marinship	78	2099	<i>Elwood Hills</i>	Apr-45	Sold private 1948, scrapped 1959
Marinship	79	2100	<i>Torrance Hills</i>	Apr-45	Sold private 1950, scrapped 1964
Marinship	80	2534	<i>Santa Fe Hills</i>	Apr-45	Sold private 1948, scrapped 1960
Marinship	81	2535	<i>Dominguez Hills</i>	May-45	Sold private 1948, scrapped 1966
Marinship	82	2536	<i>Paloma Hills</i>	May-45	Sold private 1948, scrapped 1961
Marinship	83	2537	<i>Fullerton Hills</i>	May-45	Sold private 1948, scrapped 1962
Marinship	84	2538	<i>Belridge Hills</i>	Jun-45	Sold private 1948, converted to bulker 1960, sank 1972
Marinship	85	2539	<i>Coyote Hills</i>	Jun-45	Sold private 1948, scrapped 1962
Marinship	86	2540	<i>Huntington Hills</i>	Jun-45	Sold private 1947, scrapped
Marinship	87	2541	<i>Wheeler Hills</i>	Jul-45	Sold private 1947, scrapped
Marinship	92	2714	<i>Fruitvale Hills</i>	Sep-45	Sold private 1947, converted to containership 1965, scrapped

Marinship	93	2715	<i>Marin Hills</i>	Sep-45	Sold private 1947, scrapped 1968
Sun D&D	241	316	<i>Gettysburg</i>	2/28/1942	Torpedoed and lost off Georgia 1942
Sun D&D	242	317	<i>Bunker Hill</i>	4/30/1942	Sold private 1945, exploded and sank 1964
Sun D&D	243	318	<i>Dorchester Heights</i>	4/6/42	Torpedoed and lost in the North Atlantic 1942
Sun D&D	244	319	<i>Harlem Heights</i>	6/27/1942	To USN as Suamico (AO 49), to NDRF 1947, reactivated 1966, to NDRF 1975
Sun D&D	245	320	<i>Trenton/Calusa</i>	7/31/1942	Sold private 1953, damaged in collision 1959 and scrapped
Sun D&D	246	321	<i>Oriskany</i>	9/28/1942	To USN as Pecos (AO 65), to NDRF 1974
Sun D&D	247	322	<i>Stillwater</i>	9/28/1942	To USN as Cache (AO 67), to NDRF 1987
Sun D&D	248	323	<i>Monmouth</i>	10/31/1942	Sold private and jumboized 1968, scrapped
Sun D&D	249	324	<i>Cherry Valley</i>	11/27/1942	Torpedoed in the Caribbean 1943 but repaired, sold private 1945, scrapped 1971
Sun D&D	250	325	<i>Newtown</i>	12/21/1942	To USN as Saugatuck (AO 75), to NDRF 1999
Sun D&D	251	326	<i>Guilford/Colina</i>	1/14/1943	Scrapped 1971
Sun D&D	252	327	<i>Fort Lee</i>	3/15/1943	Torpedoed and lost in the Indian Ocean 1944
Sun D&D	253	328	<i>Vera Cruz</i>	2/24/1943	Sold private 1950, scrapped 1970



Sun D&D	254	329	<i>Churubusco</i>	8/4/43	Sold private 1950, jumboized 1964, scrapped
Sun D&D	255	330	<i>San Antonio</i>	4/28/1943	Sold private 1947, scrapped 1966
Sun D&D	256	331	<i>Pueblo</i>	5/24/1943	Sold private 1948, converted to dredge tender 1965, scrapped 1969
Sun D&D	257	332	<i>Shiloh</i>	6/21/1943	Sold private 1948, scrapped 1962
Sun D&D	258	333	<i>Cross Keys</i>	7/17/1943	Sold private 1947, scrapped 1963
Sun D&D	259	334	<i>Seven Pines</i>	9/8/43	Sold private 1948, scrapped 1969
Sun D&D	260	335	<i>Chickamauga</i>	8/30/1943	Sold private 1947, scrapped 1962
Sun D&D	261	336	<i>Murfreesboro</i>	9/28/1943	Damaged and burnt in collision 1944 but repaired, sold private 1947, scrapped
Sun D&D	262	337	<i>Gaines Mill</i>	10/23/1943	Sold private 1948, jumboized 1958, scrapped
Sun D&D	263	338	<i>Perryville</i>	11/16/1943	Sold private 1948, jumboized 1961, scrapped
Sun D&D	264	339	<i>Brandy Station</i>	10/12/43	Sold private 1946, scrapped
Sun D&D	265	340	<i>White Plains</i>	10/7/42	Sold private 1948, converted to chemical carrier 1961, scrapped
Sun D&D	266	341	<i>Valley Forge</i>	7/30/1942	To USN as Tallulah (AO 50), to NDRF 1987
Sun D&D	267	342	<i>Princeton</i>	8/22/1942	Broke in two 1943 but repaired, converted to a self-unloader 1959, scrapped
Sun D&D	268	343	<i>Ticonderoga</i>	9/18/1942	Sold private 1945, jumboized 1954, scrapped
Sun D&D	269	344	<i>Bennington</i>	10/23/1942	Sold private 1945, scrapped 1972

Sun D&D	270	345	<i>Fort Stanwick</i>	11/14/1942	Sold private 1945, scrapped 1961
Sun D&D	271	346	<i>Brandywine</i>	10/31/1942	Wrecked in the Marshall Islands 1945 and abandoned
Sun D&D	272	347	<i>Germantown</i>	11/30/1942	Sold private 1948, converted to chemical carrier 1961, scrapped
Sun D&D	273	348	<i>Caribbean</i>	12/15/1942	Sold private 1946, jumboized 1962, scrapped
Sun D&D	274	349	<i>Vincennes</i>	12/30/1942	Sold private 1945, scrapped 1969
Sun D&D	275	350	<i>Conastoga</i>	1/30/1943	To USN as Millicoma (AO 73), bombed in the Marianas 1944, to USA as power barge 1954, sold private 1957, scrapped
Sun D&D	276	351	<i>Cowpens</i>	12/31/1942	To USN as Saranac (AO 74), scrapped
Sun D&D	277	352	<i>Hobkirk's Hill</i>	2/15/1943	Sold private 1945, jumboized 1954, scrapped
Sun D&D	278	353	<i>Eutaw Springs</i>	3/25/1943	To USN as Chepachet (AO 78), to NDRF 1980
Sun D&D	279	354	<i>Palo Alto</i>	2/27/1943	Sold private 1948, converted to sulphur carrier 1961, scrapped
Sun D&D	280	355	<i>Buena Vista</i>	3/31/1943	Sold private 1950, jumboized 1961, scrapped
Sun D&D	281	356	<i>Cerro Gordo</i>	4/20/1943	Sold private 1951, scrapped 1970
Sun D&D	282	357	<i>Contreras</i>	4/30/1943	Sold private 1950, scrapped 1964
Sun D&D	283	358	<i>Molino del Rey</i>	5/20/1943	Sold private 1947, damaged and burnt in collision 1951 but repaired, scrapped 1967

Sun D&D	284	359	<i>Chapultepec</i>	5/29/1943	Torpedoed off Panama 1943 but repaired, sold private 1947, converted to bulker 1960, scrapped
Sun D&D	285	360	<i>Jalapa</i>	6/21/1943	Sold private 1947, converted to containership 1963, scrapped
Sun D&D	286	361	<i>Perote</i>	6/30/1943	Sold private 1947, sold for scrap 1964 but wrecked and abandoned en route
Sun D&D	287	362	<i>Bull Run</i>	12/7/43	Sold private 1947, to USN 1956 as AO 156, converted to containership 1969, scrapped
Sun D&D	288	363	<i>Ball's Bluff</i>	7/24/1943	Sold private 1948, scrapped 1966
Sun D&D	289	364	<i>Appomattox</i>	7/31/1943	Sold private 1948, used in conversion 1965
Sun D&D	290	365	<i>Monocacy</i>	8/21/1943	Sold private 1948, converted to chemical carrier 1948, scrapped 1972
Sun D&D	291	366	<i>Front Royal</i>	8/31/1943	Sold private 1948, jumboized 1966, trapped in the Suez Canal 1967, scrapped
Sun D&D	292	367	<i>Winchester</i>	9/25/1943	Sold private 1947, jumboized 1960, scrapped
Sun D&D	293	368	<i>Sharpsburg</i>	11/10/43	Sold private 1947, scrapped 1967
Sun D&D	294	369	<i>Fredericksburg</i>	10/19/1943	Sold private 1958, scrapped 1965
Sun D&D	295	370	<i>Chancellorsville</i>	10/30/1943	Sold private 1947, jumboized 1961, scrapped
Sun D&D	296	371	<i>Petersburg</i>	11/13/1943	Sold private 1956, scrapped 1968
Sun D&D	297	372	<i>Spottsylvania</i>	11/22/1943	Sold private 1947, scrapped 1961

Sun D&D	298	373	<i>Vicksburg</i>	11/30/1943	Sold private 1948, converted to bulker 1963, scrapped
Sun D&D	299	374	<i>Chantilly</i>	12/16/1943	Sold private 1947, jumboized 1960, scrapped
Sun D&D	300	375	<i>Harpers Ferry</i>	12/27/1943	Sold private 1947, jumboized 1966, scrapped
Sun D&D	301	376	<i>Manassas</i>	12/29/1943	Sold private 1948, scrapped
Sun D&D	302	377	<i>Malvern Hill</i>	1/28/1944	Sold private 1946, converted to bulker 1960, scrapped
Sun D&D	303	378	<i>South Mountain</i>	2/15/1944	Sold private 1950, jumboized 1964, scrapped
Sun D&D	304	379	<i>Williamsburg</i>	2/26/1944	Sold private 1950, jumboized 1959, scrapped
Sun D&D	305	380	<i>Corinth</i>	7/30/1943	Sold private 1948, scrapped 1966
Sun D&D	306	381	<i>Kenesaw Mountain</i>	8/28/1943	Sold private 1948, scrapped 1969
Sun D&D	307	382	<i>Mill Spring</i>	10/23/1943	Sold private 1950, jumboized 1958, scrapped
Sun D&D	308	383	<i>Fairfax</i>	10/30/1943	Sold private 1947, jumboized 1959, scrapped
Sun D&D	309	384	<i>McDowell</i>	11/19/1943	Torpedoed and lost off Cuba 1943
Sun D&D	310	385	<i>Lookout Mountain</i>	11/27/1943	Sold private 1948, converted to bulker 1960, scrapped 1971
Sun D&D	311	386	<i>Missionary Ridge</i>	11/12/43	Sold private 1948, converted to bulker 1959, scrapped
Sun D&D	312	387	<i>Opequon</i>	12/18/1943	Sold private 1948, converted to bulker 1962, scrapped

Sun D&D	313	306	<i>Louisburg</i>	9/4/43	To USN as Schuykill (AO 76), to NDRF 1988
Sun D&D	314	307	<i>Fort Necessity</i>	4/20/1943	To USN as Cossatot (AO 77), to NDRF 1975
Sun D&D	315	308	<i>Fort Duquesne</i>	1/5/43	To USN as Cowanesque (AO 79), wrecked off Okinawa 1972 and scrapped
Sun D&D	316	309	<i>Fort Niagara</i>	4/30/1943	Sold private 1948, converted to bulker 1963, scrapped
Sun D&D	317	310	<i>Charlestown</i>	5/18/1943	Sold private 1947, converted to bulker 1959, scrapped
Sun D&D	318	311	<i>Bloody Marsh</i>	10/6/43	Torpedoed and lost in the North Atlantic 1943
Sun D&D	319	312	<i>Great Meadows</i>	6/24/1943	Sold private 1948, jumboized 1957, scrapped
Sun D&D	320	313	<i>Lake George</i>	9/18/1943	Sold private 1948, scrapped 1970
Sun D&D	321	314	<i>Crown Point</i>	9/30/1943	Sold private 1948, jumboized 1960, scrapped
Sun D&D	322	315	<i>Kittanning</i>	10/13/1943	Torpedoed in the Caribbean 1944 but repaired, sold private 1955, scrapped 1965
Sun D&D	330	394	<i>Fisher's Hill</i>	12/30/1943	Sold private 1948, jumboized 1957, scrapped 1968
Sun D&D	331	395	<i>Cedar Creek</i>	12/27/1943	To Russia 1944 as Taganrog, returned 1948, to USN 1948 as AO 138, scrapped
Sun D&D	332	396	<i>Five Forks</i>	12/31/1943	Sold private 1948, wrecked and scrapped 1959
Sun D&D	333	397	<i>Kernstown</i>	11/2/44	Sold private 1948, scrapped
Sun D&D	334	398	<i>Santiago</i>	2/21/1944	Sold private 1947, scrapped 1963

Sun D&D	335	643	<i>Boundbrook</i>	2/29/1944	Sold private 1948, converted to bulker 1960, scrapped
Sun D&D	336	644	<i>Fort Schuyler</i>	11/3/44	To the Netherlands 1944, sold private 1947, jumboized 1958, burnt and sank 1966
Sun D&D	337	645	<i>Sag Harbor</i>	3/24/1944	Sold private 1946, converted to bulker 1961, scrapped
Sun D&D	338	646	<i>Hegra</i>	3/31/1944	To Norway 1944, sold private 1946, converted to bulker 1962, scrapped
Sun D&D	339	647	<i>Blackstocks Ford</i>	4/22/1944	Sold private 1946, scrapped 1972
Sun D&D	390	1723	<i>Hanging Rock</i>	1/31/1944	Sold private 1946, to USN 1957 as AO 164, converted to containership 1969, scrapped
Sun D&D	391	1724	<i>Frenchtown</i>	3/28/1944	Sold private 1948, converted to bulker 1961, scrapped
Sun D&D	392	1725	<i>Esso Springfield</i>	3/27/1944	Sold private 1948, scrapped 1965
Sun D&D	393	1726	<i>Lyon's Creek</i>	4/18/1944	Sold private 1948, scrapped
Sun D&D	394	1727	<i>Port Royal</i>	5/13/1944	Sold private 1948, scrapped 1966
Sun D&D	395	1728	<i>Karsten Wang</i>	5/31/1944	To Norway 1944, sold private 1950, scrapped 1964
Sun D&D	396	1729	<i>Catham</i>	6/30/1944	Sold private 1948, jumboized 1967, wrecked 1970 but repaired, scrapped
Sun D&D	397	1730	<i>Mauvilla</i>	7/29/1944	Sold private 1948, scrapped 1963
Sun D&D	398	1731	<i>Tampico</i>	8/28/1944	Sold private 1948, jumboized 1962, scrapped
Sun D&D	399	1732	<i>Sandy Creek</i>	9/26/1944	Sold private 1948, scrapped 1963

Sun D&D	400	1733	<i>Tullahoma</i>	10/20/1944	Sold private 1948, jumboized 1962, scrapped
Sun D&D	401	1734	<i>Paoli</i>	11/11/44	Sold private 1946, to USN 1957 as AO 157, converted to sulphur carrier 1966, scrapped
Sun D&D	402	1735	<i>Rum River</i>	11/30/1944	Sold private 1948, scrapped 1968
Sun D&D	403	1736	<i>Chadd's Ford</i>	12/28/1944	Sold private 1948, converted to bulker 1964, scrapped
Sun D&D	404	1737	<i>Port Republic</i>	1/29/1945	Sold private 1948, jumboized 1962, scrapped
Sun D&D	405	1738	<i>Marne</i>	2/23/1945	Sold private 1948, scrapped 1962
Sun D&D	406	1739	<i>Esso Portland</i>	3/14/1944	Sold private 1948, scrapped 1968
Sun D&D	407	1740	<i>Esso New Haven</i>	3/27/1944	Sold private 1948, converted to sulphur carrier 1960, scrapped
Sun D&D	408	1741	<i>James Island</i>	5/16/1944	Sold private 1948, jumboized 1962, scrapped
Sun D&D	409	1742	<i>Whitehorse</i>	4/15/1944	Sold private 1948, jumboized 1962, scrapped 1967
Sun D&D	410	1743	<i>Fort Cornwallis</i>	4/27/1944	Sold private 1946, to USN 1957 as Parkersburg (AO 163), converted to chemical carrier 1969, scrapped
Sun D&D	411	1744	<i>Catawba Ford</i>	8/5/44	Sold private 1948, scrapped
Sun D&D	412	1745	<i>Fort Cumberland</i>	5/27/1944	Sold private 1946, to USN 1957 as Cumberland (AO 153), to USA 1966 as power plant, scrapped 1972
Sun D&D	413	1746	<i>Esso Camden</i>	5/6/44	Sold private 1948, scrapped 1961
Sun D&D	414	1747	<i>Esso Scranton</i>	6/20/1944	Sold private 1948, scrapped 1972

Sun D&D	415	1748	<i>Esso Memphis</i>	6/28/1944	Sold private 1946, to USN 1957 as Memphis (AO 162), to USA 1966 as power plant, scrapped 1971
Sun D&D	416	1749	<i>Esso Roanoke</i>	7/14/1944	Sold private 1946, to USN 1957 as Roanoke (AO 155), converted to containership 1969, scrapped
Sun D&D	417	1750	<i>Glorieta</i>	7/26/1944	Sold private 1948, jumboized 1962, scrapped
Sun D&D	418	1751	<i>Hobkirk's Hill</i>	12/8/44	Sold private 1948, converted to bulker 1964, scrapped
Sun D&D	419	1752	<i>Blackwater</i>	8/23/1944	Sold private 1948, converted to bulker 1964, scrapped
Sun D&D	420	1753	<i>Turkey Island</i>	8/31/1944	Sold private 1948, converted to bulker 1964, scrapped 1963
Sun D&D	421	1754	<i>Drewry's Bluff</i>	9/23/1944	Sold private 1948, scrapped 1966
Sun D&D	422	1755	<i>Black Jack</i>	9/30/1944	Sold private 1948, jumboized 1962, scrapped
Sun D&D	423	1756	<i>Prairie Grove</i>	10/17/1944	Sold private 1948, jumboized 1962, scrapped
Sun D&D	424	1757	<i>Pine Bluff</i>	10/30/1944	Sold private 1948, scrapped 1963
Sun D&D	425	1758	<i>Yellow Tavern</i>	8/11/44	Sold private 1948, scrapped 1967
Sun D&D	426	1759	<i>La Mesa</i>	11/21/1944	Sold private 1948, scrapped 1962
Sun D&D	427	1760	<i>Waxhaws</i>	11/29/1944	Sold private 1948, scrapped 1972
Sun D&D	428	1761	<i>Spring Hill</i>	12/12/44	Burnt in New York harbor 1945 but repaired, sold private 1948, jumboized 1958, scrapped 1965
Sun D&D	429	1762	<i>Chesapeake Capes</i>	12/22/1944	Sold private 1948, scrapped 1972



Sun D&D	430	1763	<i>Bushy Run</i>	12/30/1944	Sold private 1948, jumboized 1962, scrapped
Sun D&D	431	1764	<i>Averysboro</i>	1/20/1945	To Norway 1945 as Finnmark, sold private 1948, scrapped 1964
Sun D&D	432	1765	<i>Allatoona</i>	1/30/1945	Sold private 1948, burnt 1957 but repaired, jumboized 1962, scrapped
Sun D&D	433	1766	<i>New Market</i>	2/20/1945	Sold private 1948, jumboized 1962, scrapped
Sun D&D	434	1767	<i>Somme</i>	2/28/1945	Sold private 1948, jumboized 1962, scrapped
Sun D&D	435	1768	<i>Chateau-Thierry</i>	3/16/1945	Sold private 1948, scrapped 1962
Sun D&D	436	1769	<i>Esso Utica</i>	4/29/1944	Sold private 1948, jumboized 1962, scrapped
Sun D&D	437	1770	<i>Musgrove Mills</i>	5/23/1944	Sold private 1948, converted to bulker 1964, scrapped
Sun D&D	438	1771	<i>Moor's Fields</i>	5/31/1944	Sold private 1948, jumboized 1962, scrapped
Sun D&D	439	1772	<i>Lake Erie</i>	6/14/1944	Sold private 1948, jumboized 1962, scrapped
Sun D&D	440	1773	<i>Point Pleasant</i>	6/26/1944	Sold private 1948, scrapped 1969
Sun D&D	441	1774	<i>Cedar Mountain</i>	10/7/44	Sold private 1948, damaged in collision 1971 and scrapped
Sun D&D	442	1775	<i>Ridgefield</i>	7/22/1944	Sold private 1948, scrapped 1963
Sun D&D	443	1776	<i>Kettle Creek</i>	7/31/1944	Sold private 1948, scrapped
Sun D&D	444	1777	<i>Rich Mountain</i>	8/16/1944	Sold private 1948, scrapped 1965
Sun D&D	445	1778	<i>Groveton</i>	8/30/1944	Sold private 1948, jumboized 1962, scrapped

Sun D&D	446	1779	<i>Diamond Island</i>	12/9/44	Sold private 1948, jumboized 1962, scrapped
Sun D&D	447	1780	<i>Valverde</i>	9/30/1944	Sold private 1948, scrapped 1962
Sun D&D	448	1781	<i>Chrysler's Field</i>	12/10/44	Sold private 1948, scrapped 1962
Sun D&D	449	1782	<i>Edge Hill</i>	10/25/1944	Sold private 1948, jumboized 1962, scrapped
Sun D&D	450	1783	<i>Lone Jack</i>	10/31/1944	Sold private 1946, to USN 1957 as AO 161, to USA 1966 as power plant, scrapped 1971
Sun D&D	451	1784	<i>Champion's Hill</i>	11/15/1944	Sold private 1948, scrapped 1958
Sun D&D	452	1785	<i>Wauhatchie</i>	11/27/1944	Sold private 1948 as Esso Glasgow, converted to product carrier 1957, scrapped 1971
Sun D&D	453	1786	<i>Hubbardton</i>	8/12/44	Sold private 1948, jumboized 1962, scrapped
Sun D&D	454	1787	<i>French Creek</i>	12/30/1944	Sold private 1946, to USN 1957 as AO 159, to USA 1966 as power plant, scrapped 1971
Sun D&D	455	1788	<i>San Pasqual</i>	12/30/1944	Sold private 1948, jumboized 1962, scrapped
Sun D&D	456	1789	<i>Carnifax Ferry</i>	1/19/1945	Sold private 1948, jumboized 1962, scrapped
Sun D&D	457	1790	<i>Salmon Falls</i>	1/31/1945	Sold private 1948, scrapped 1966
Sun D&D	458	1791	<i>Trevilian</i>	2/14/1945	Sold private 1948, scrapped
Sun D&D	459	1792	<i>New Hope</i>	2/28/1945	Sold private 1948, scrapped
Sun D&D	460	1793	<i>Meuse-Argonne</i>	12/3/45	Sold private 1948, converted to bulker 1964, scrapped
Sun D&D	461	1794	<i>Cantigny</i>	3/26/1945	Sold private 1948, jumboized 1962, scrapped

Sun D&D	462	1795	<i>Sedan</i>	6/4/45	Sold private 1948, converted to bulker 1964, scrapped
Sun D&D	463	1796	<i>Saint Mihiel</i>	3/19/1945	Damaged and burnt in collision 1945 but salvaged and scrapped
Sun D&D	464	1797	<i>Amiens</i>	3/30/1945	Sold private 1948, scrapped 1967
Sun D&D	467	2431	<i>Logan's Fort</i>	11/4/45	Sold private 1946, to USN 1957 as AO 160, to USA 1966 as power plant, scrapped 1971
Sun D&D	468	2432	<i>Royal Oak</i>	4/24/1945	Burnt and abandoned 1947 but salvaged and repaired, sold private 1947, jumboized 1966, scrapped
Sun D&D	469	2433	<i>Redstone</i>	5/19/1945	Sold private 1948, converted to bulker 1964, scrapped
Sun D&D	470	2434	<i>Roxbury Hill</i>	5/15/1945	Sold private 1948, jumboized 1962, scrapped
Sun D&D	471	2435	<i>Rye Cove</i>	10/31/1945	Sold private 1948, scrapped 1963
Sun D&D	472	2436	<i>Fort Cheswell</i>	11/8/45	Sold private 1948, scrapped 1967
Sun D&D	473	2437	<i>Fort Massiac</i>	8/18/1945	Sold private 1948, converted to bulker 1964, scrapped
Sun D&D	474	2438	<i>Heron's Bridge</i>	8/31/1945	Sold private 1948, jumboized 1962, scrapped
Sun D&D	475	2439	<i>Atlantic Trader</i>	6/30/1945	Sold private 1948, jumboized 1962, scrapped
Sun D&D	476	2440	<i>Orchard Knob</i>	10/8/45	Sold private 1948, scrapped 1962
Sun D&D	477	2441	<i>Winter Hill</i>	4/16/1945	Sold private 1948, converted to bulker 1964, scrapped
Sun D&D	478	2442	<i>Clarke's Wharf</i>	9/5/45	Sold private 1948, scrapped 1972

Sun D&D	479	2443	<i>Drapers Meadows</i>	5/31/1945	Sold private 1948, scrapped 1962
Sun D&D	480	2444	<i>Fort Caspar</i>	6/23/1945	Sold private 1948, converted to bulker 1964, scrapped
Sun D&D	481	2445	<i>Honey Hill</i>	7/23/1945	Sold private 1948, converted to bulker 1964, scrapped
Sun D&D	482	2446	<i>Santa Paula</i>	4/20/1945	Sold private 1948, jumboized 1962, scrapped
Sun D&D	483	2447	<i>Hammerfest</i>	4/30/1945	To Norway 1944 , sold private 1960 and converted to bulker, scrapped
Sun D&D	484	2448	<i>Cobble Hill</i>	12/5/45	Sold private 1948, scrapped 1960
Sun D&D	485	2449	<i>Camp Charlotte</i>	5/26/1945	Sold private 1947, converted to sulphur carrier 1965, scrapped
Sun D&D	486	2450	<i>Castle's Woods</i>	6/6/45	Sold private 1948, jumboized 1962, scrapped
Sun D&D	487	2451	<i>Turner's Gap</i>	6/16/1945	Sold private 1948, scrapped 1963
Sun D&D	488	2452	<i>Atlantic Refiner</i>	7/7/45	Sold private 1947, converted to sulphur carrier 1965, exploded and scrapped 1968
Sun D&D	489	2453	<i>Atlantic Mariner</i>	10/7/45	Sold private 1948, converted to bulker 1964, scrapped
Sun D&D	490	2454	<i>Fort Jupiter</i>	7/31/1945	Sold private 1948, scrapped 1960
Sun D&D	531	2706	<i>J. L. Hanna</i>	9/26/1945	Sold private 1948, scrapped
Sun D&D	532	2707	<i>Atlantic Ranger</i>	10/24/1945	Sold private 1948, jumboized 1962, scrapped
Sun D&D	533	2708	<i>Trimble's Ford</i>	10/26/1945	Sold private 1948, jumboized 1962, scrapped

Sun D&D	534	2709	<i>Fort Mercer</i>	10/31/1945	Sold private 1946, wrecked 1952 but repaired, exploded 1964 but repaired and converted to containership, scrapped
Sun D&D	535	2710	<i>Fort Mifflin</i>	11/26/1945	Sold private 1948, scrapped 1969
Sun D&D	540	2711	<i>J. H. MacGaregill</i>	11/30/1945	Sold private 1948, scrapped 1972
Sun D&D	541	2712	<i>H. D. Collier</i>	10/29/1945	Sold private 1948, scrapped

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# HISTORIC AMERICAN ENGINEERING RECORD

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SAUGATUCK

HAER VA-128

(AO-75)

James River Reserve Fleet

Newport News vicinity

Virginia

## INDEX TO BLACK AND WHITE PHOTOGRAPHS

Jet Lowe, photographer, January 2006

- |           |  |
|-----------|--|
| VA-128-1  | Northern side of Row 4 of James River Reserve Fleet. <i>Saugatuck</i> is second from the left.   |
| VA-128-2  | East side of Row 4 at James River Reserve Fleet.   |
| VA-128-3  | North side of Row 4, bows <i>Saugatuck</i> is to the left of <i>Pride</i> at the end of the row.   |
| VA-128-4  | Row 4, bows. <i>Saugatuck</i> is to the left of <i>Pride</i> at the end of the row.  |
| VA-128-5  | Port quarter view of bows in Row 4.  |
| VA-128-6  | Starboard view of bow.   |
| VA-128-7  | Starboard view of bow, with <i>Saugatuck</i> in the center and <i>Pride</i> to the right.  |
| VA-128-8  | Oblique perspective, port quarter off bow.   |
| VA-128-9  | Bow.   |
| VA-128-10 | Sterns of Row 4, James River Reserve Fleet. <i>Saugatuck</i> is located to the right of <i>Pride</i> , which is at the center of the photograph. |
| VA-128-11 | General view of sterns of Row 4, James River Reserve Fleet. <i>Saugatuck</i> is second from the left.  |



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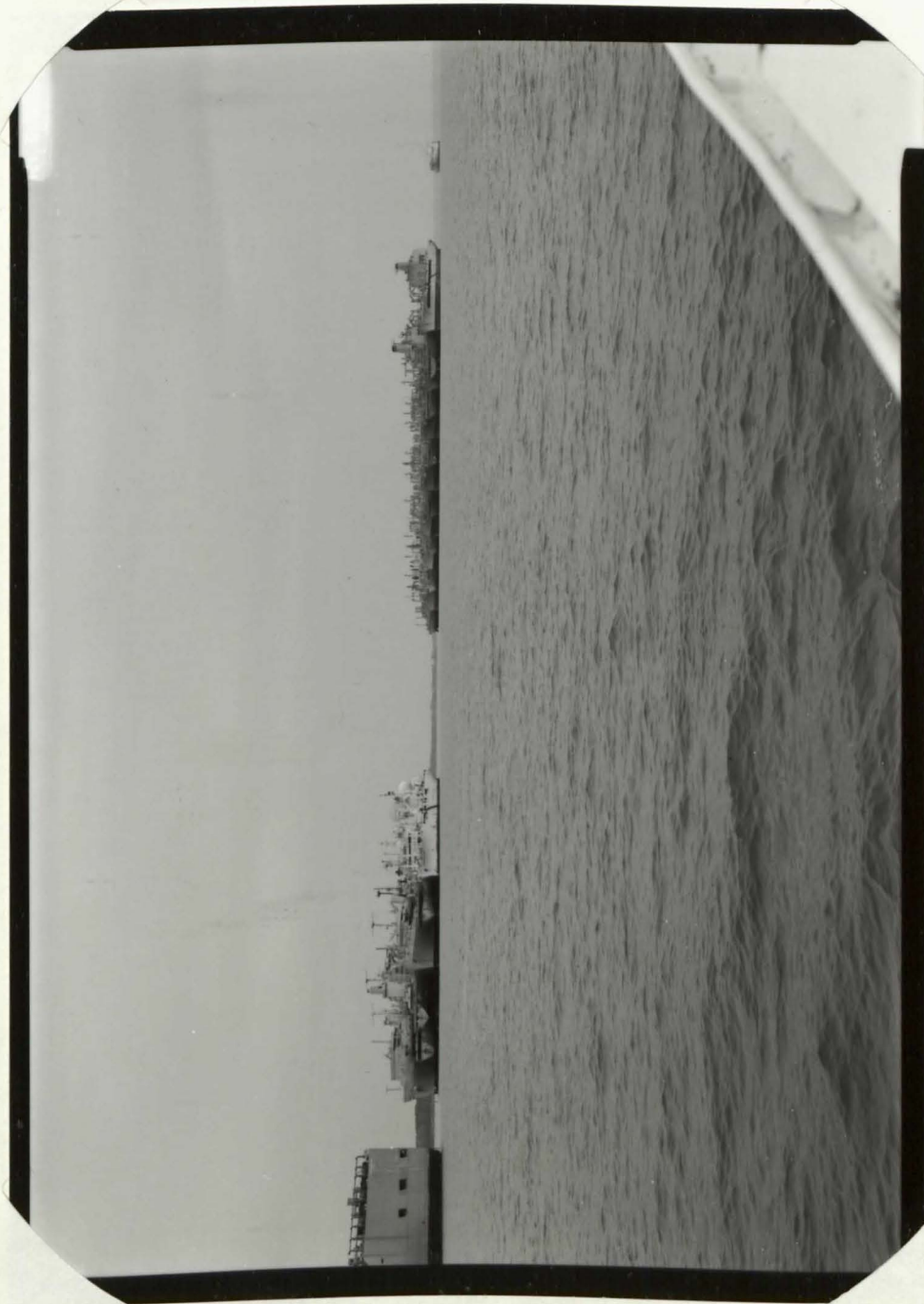
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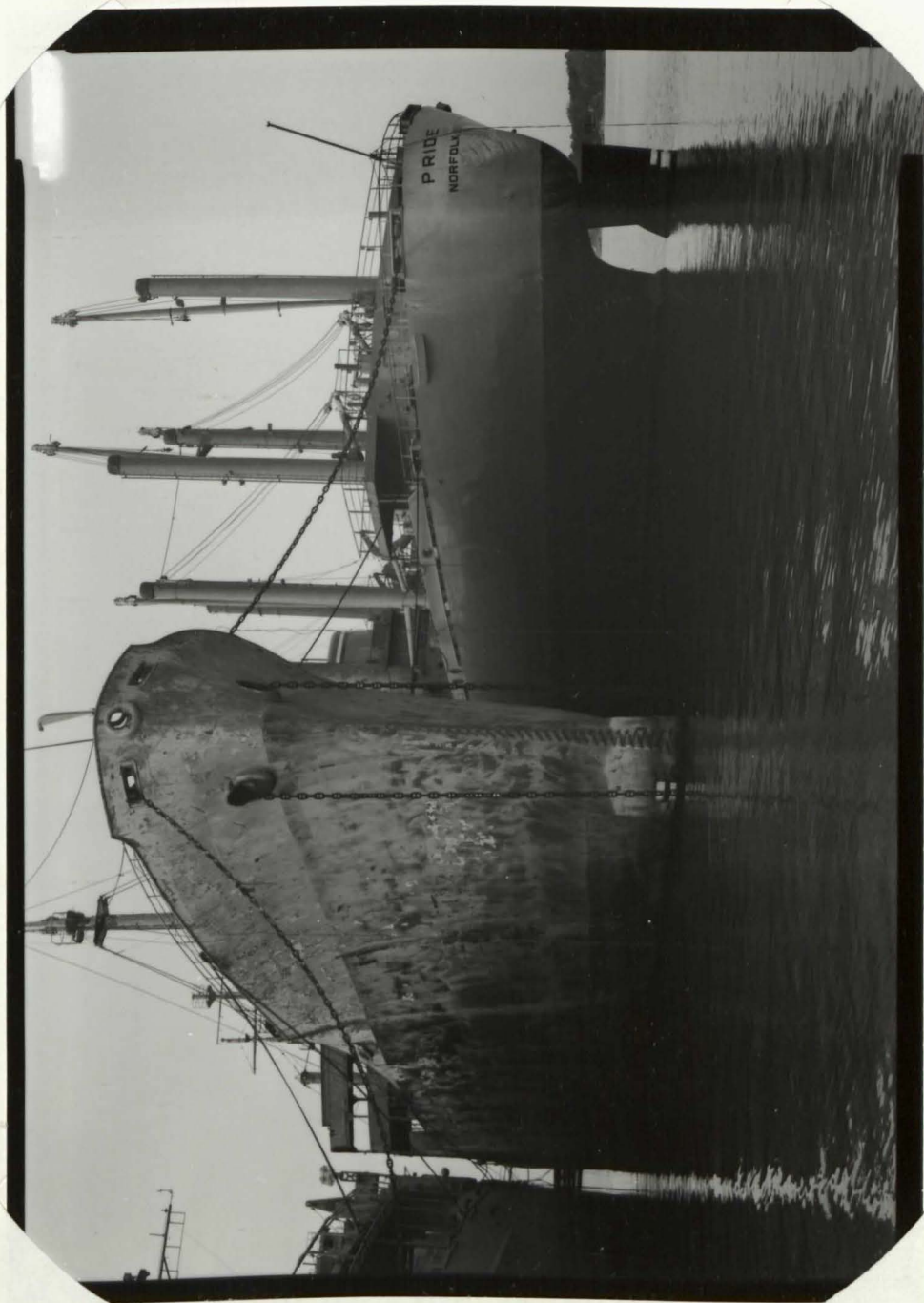
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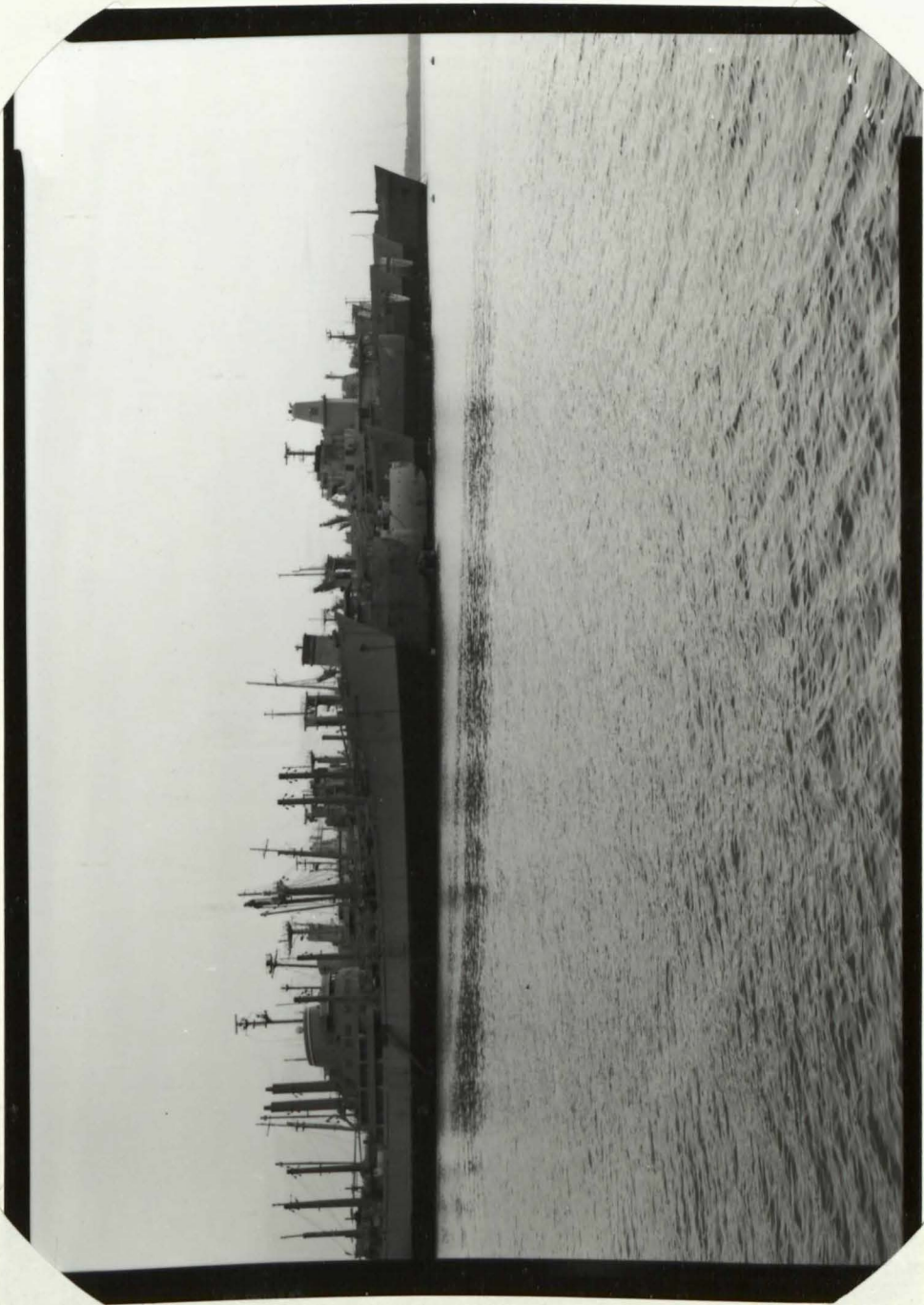
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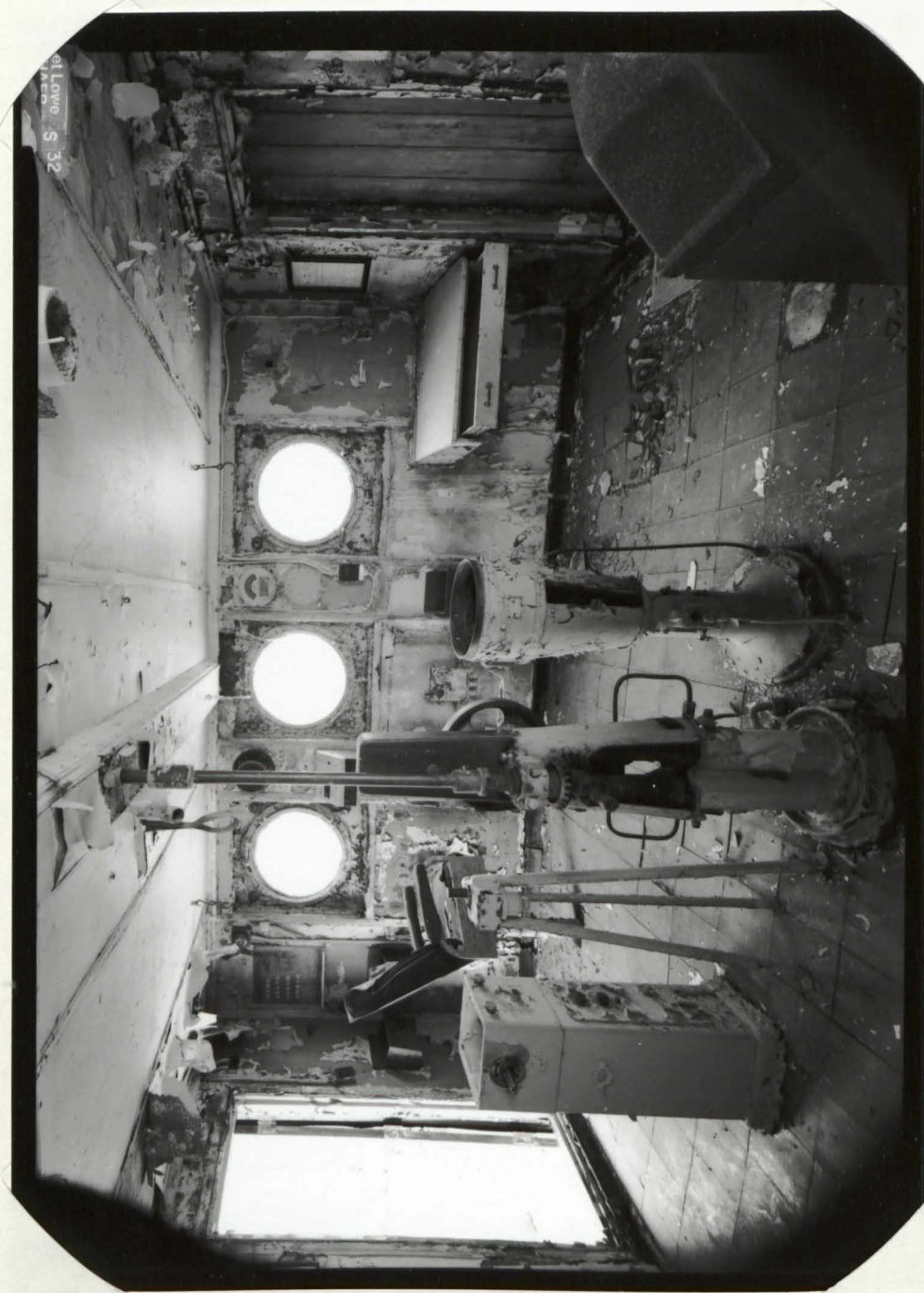
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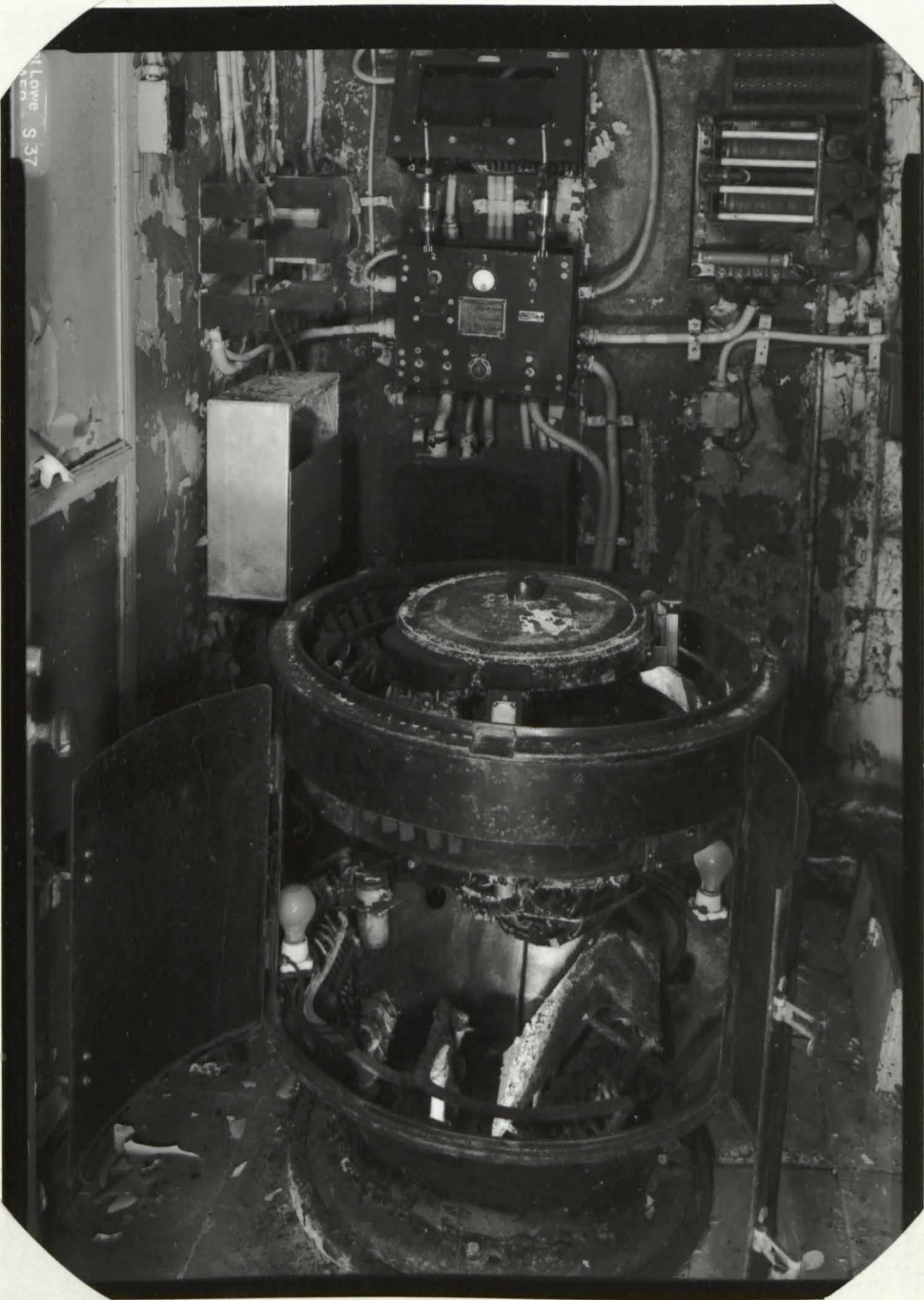
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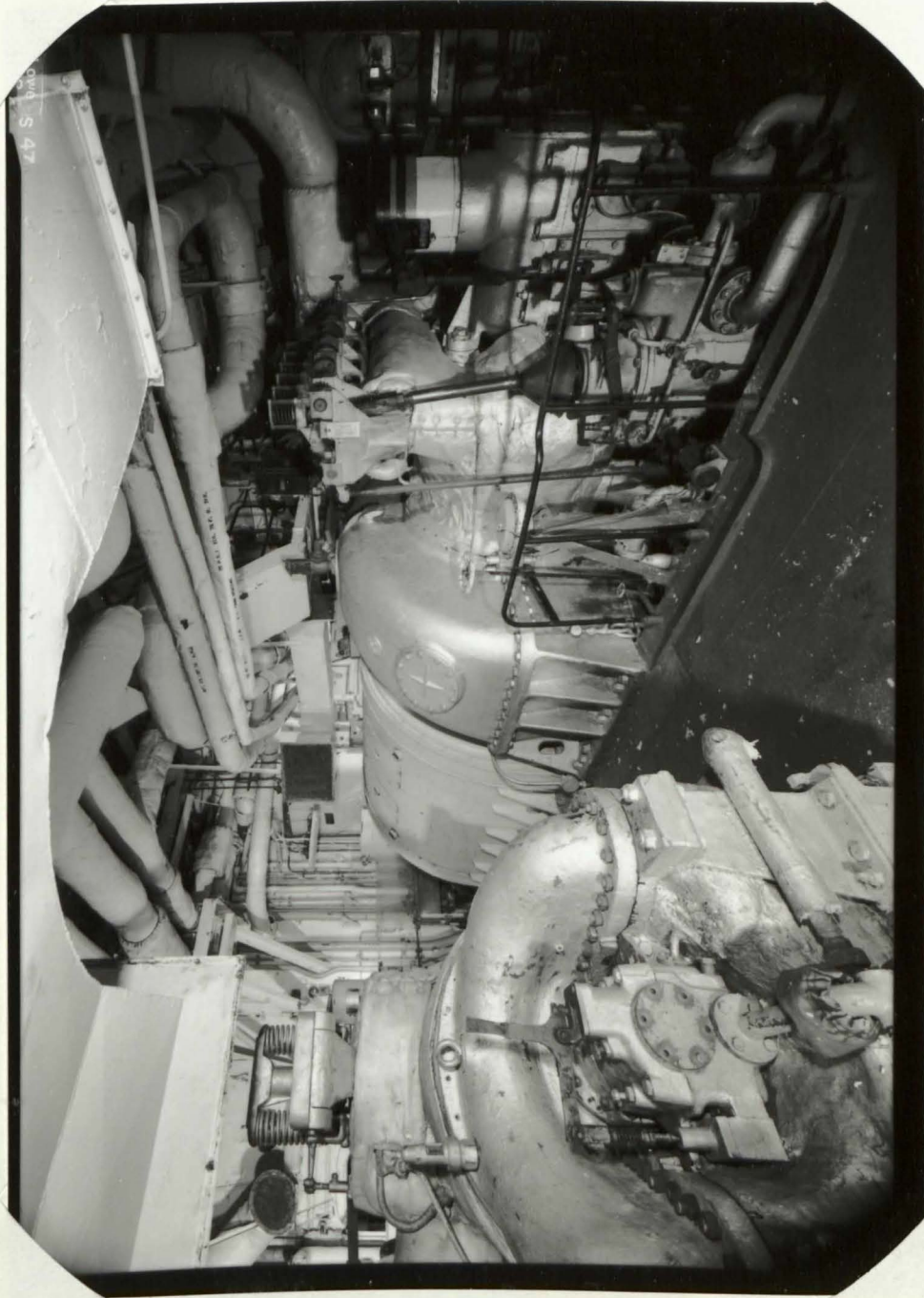
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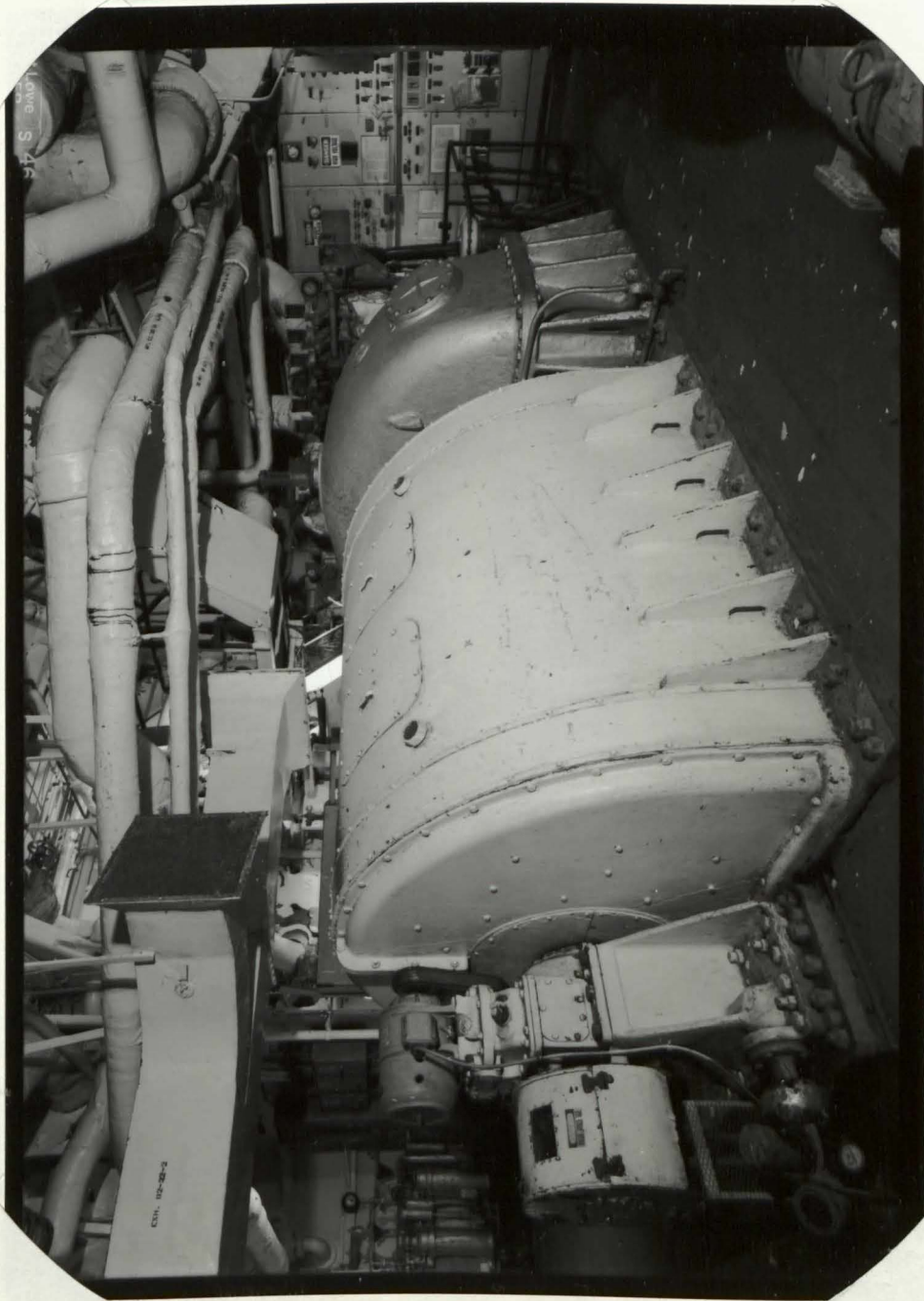
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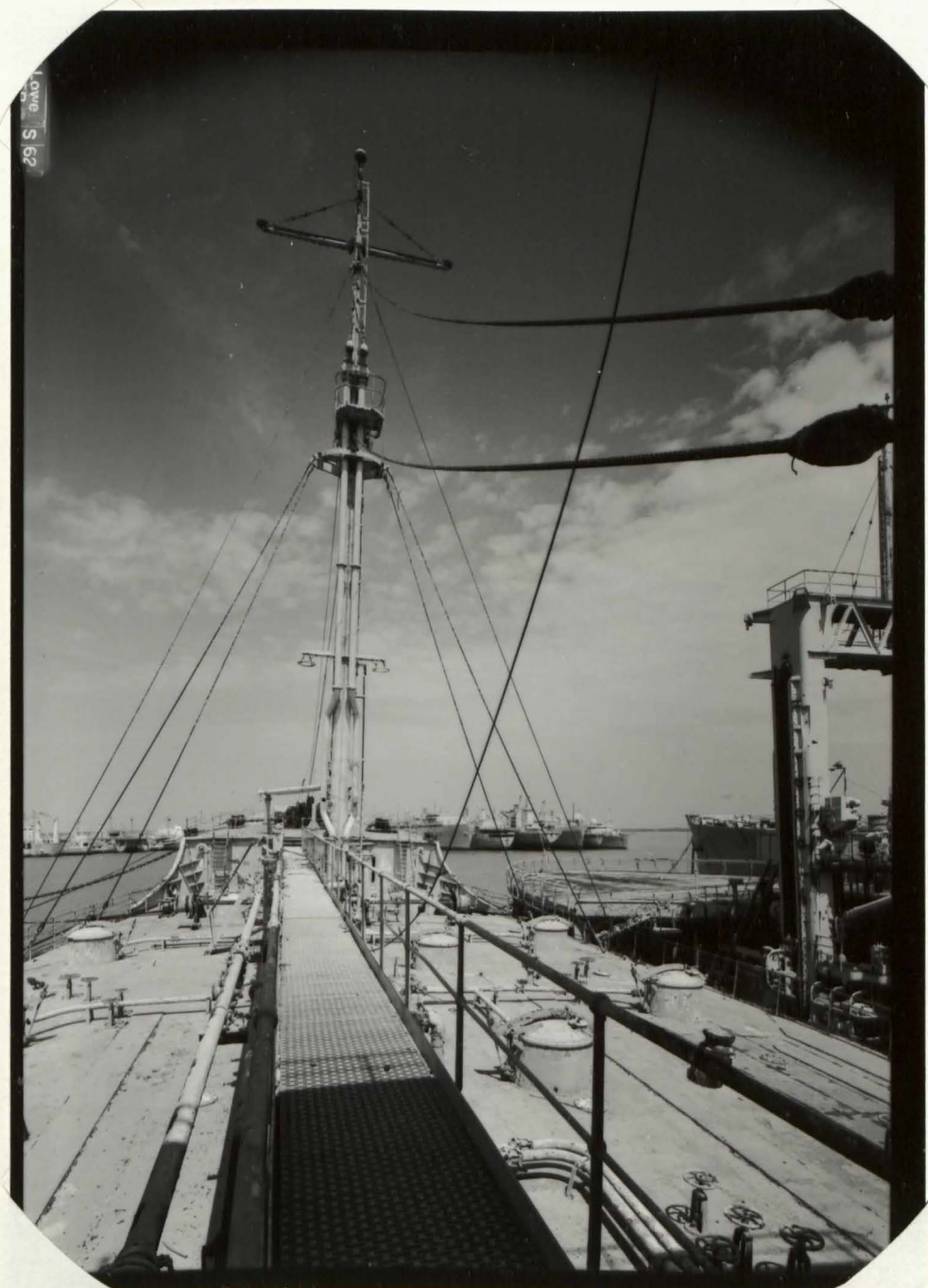
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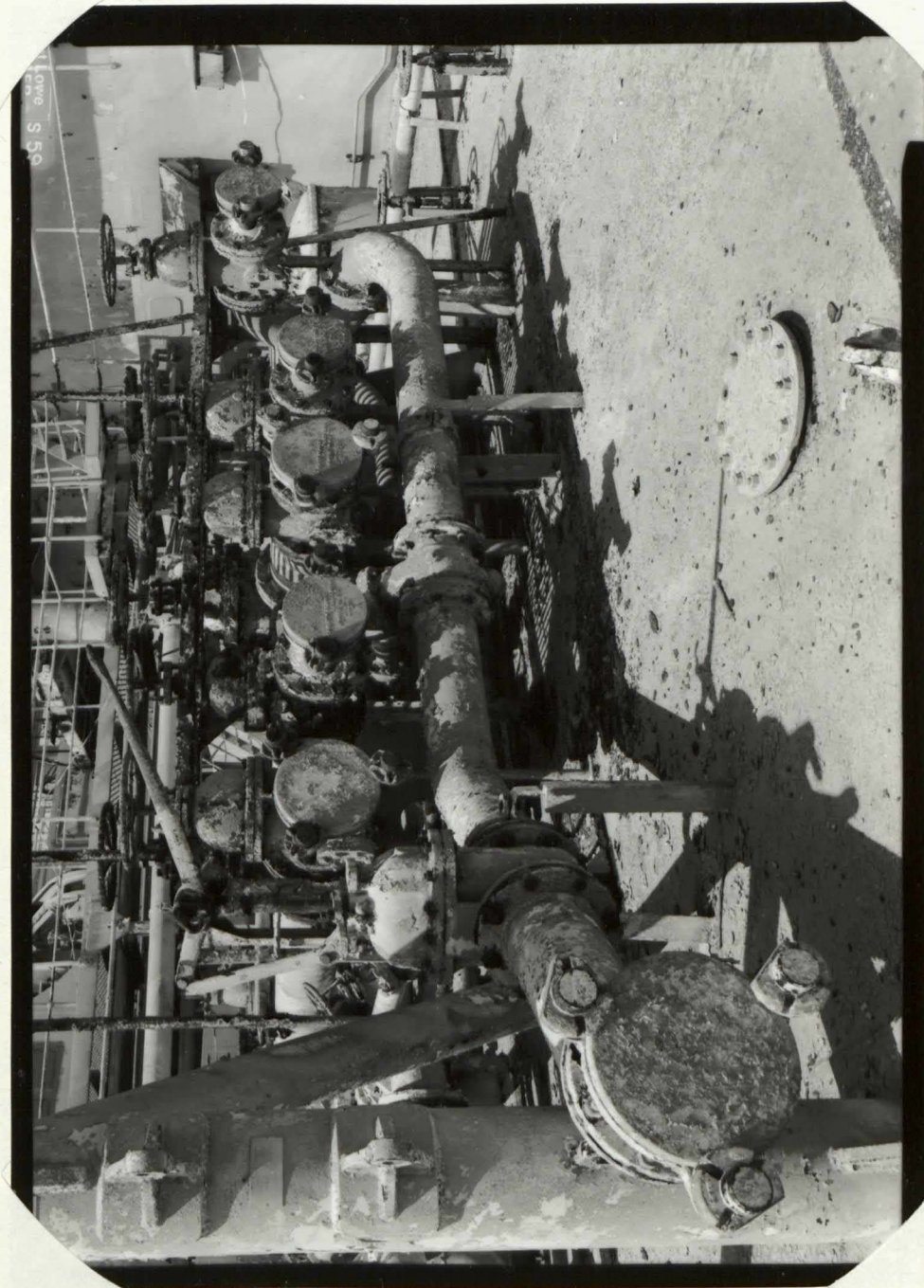
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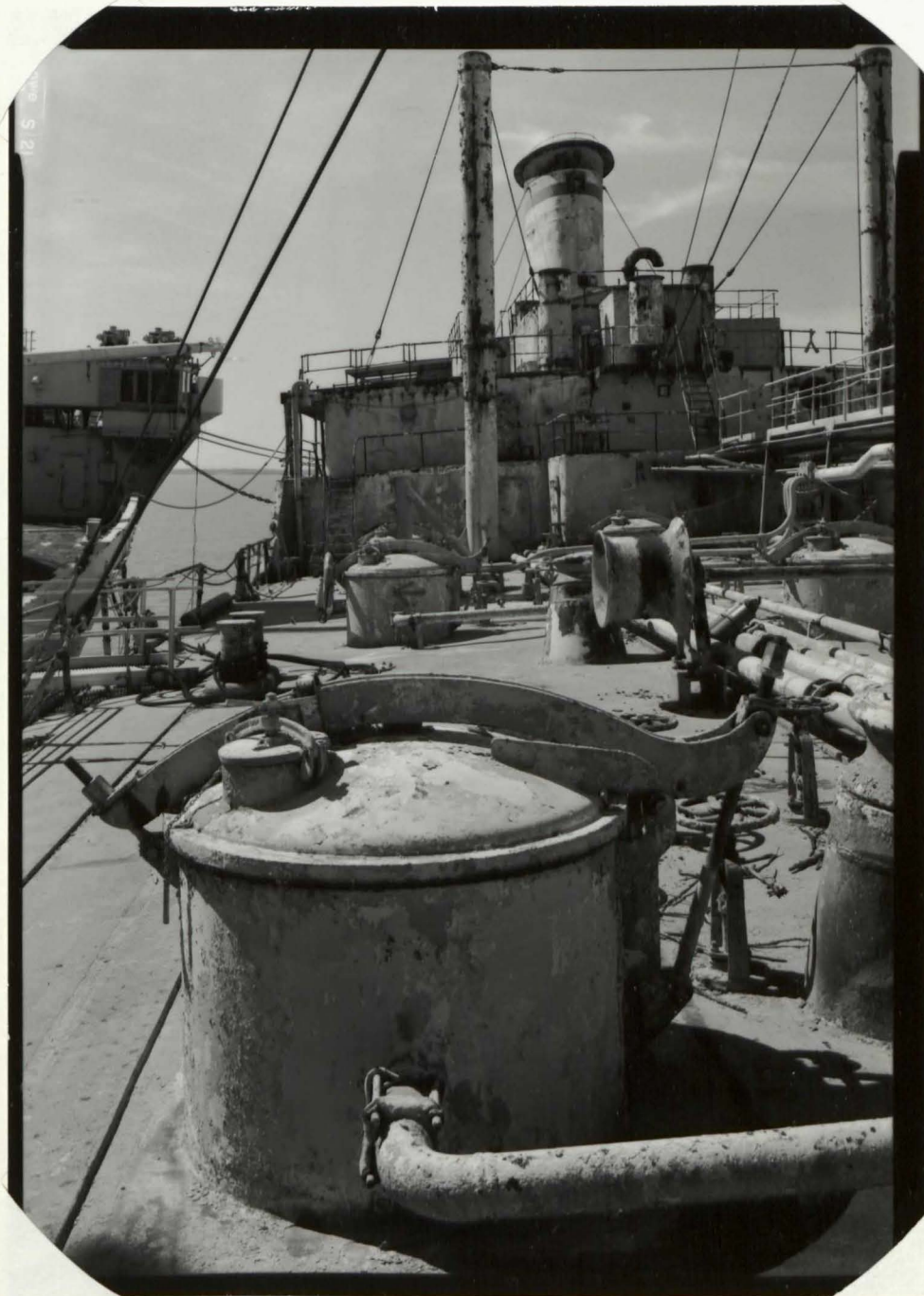
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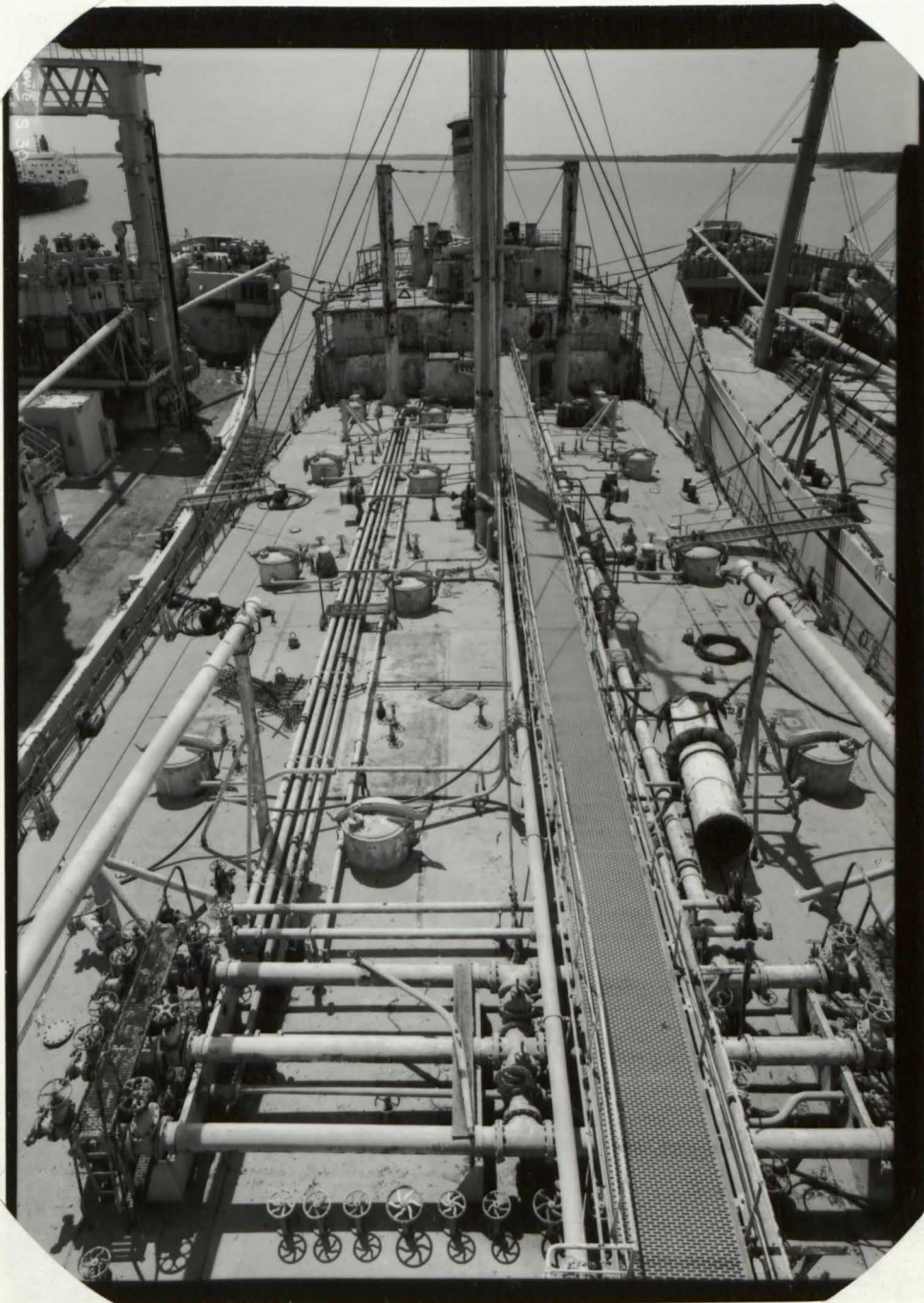
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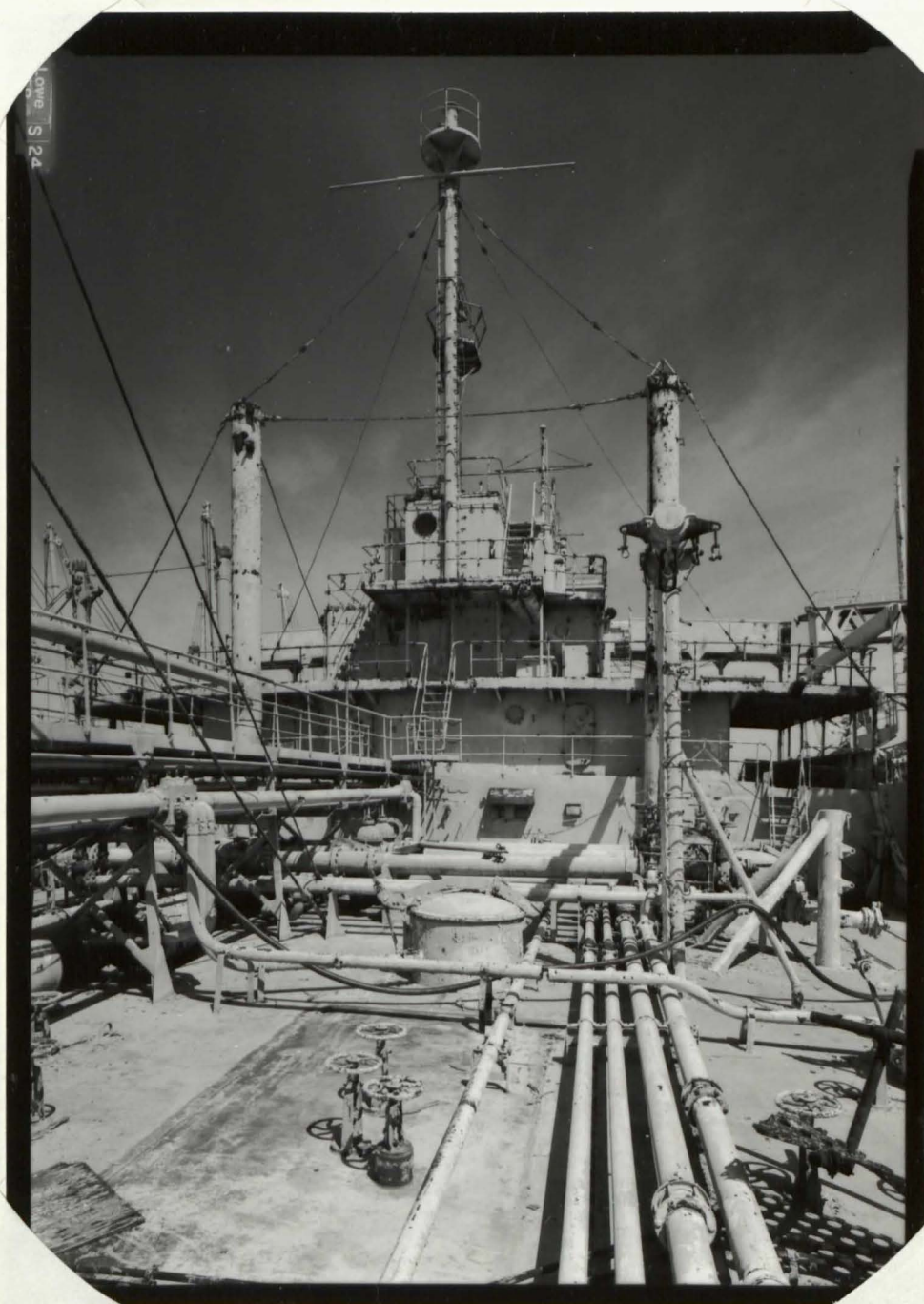
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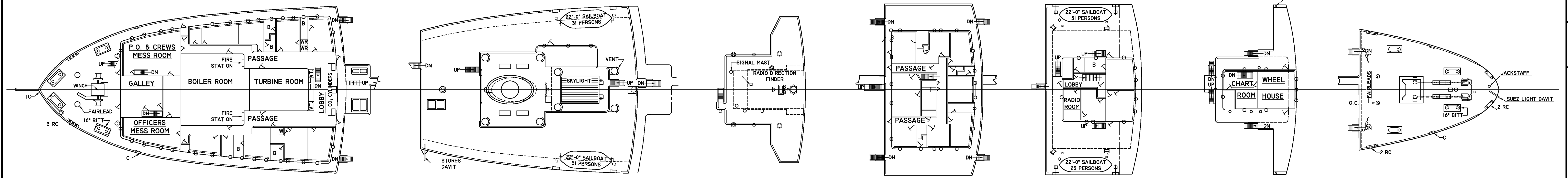
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# Saugatuck



POOP DECK

BOAT DECK

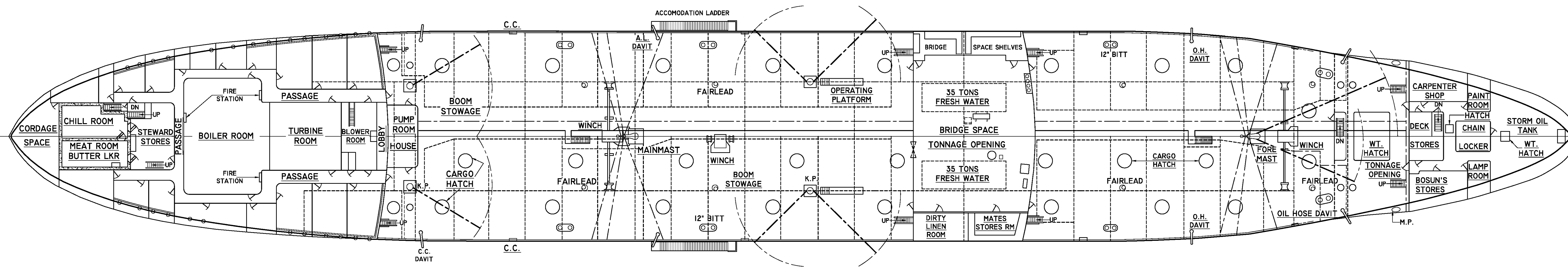
HOUSETOP

BRIDGE DECK

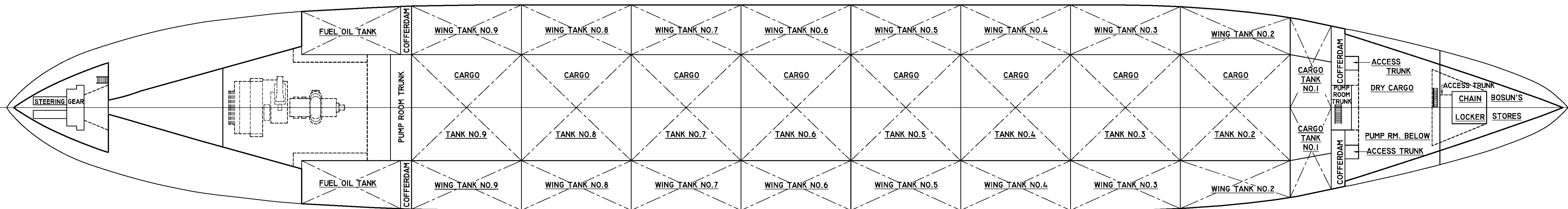
UPPER BRIDGE DECK

NAVIGATING BRIDGE

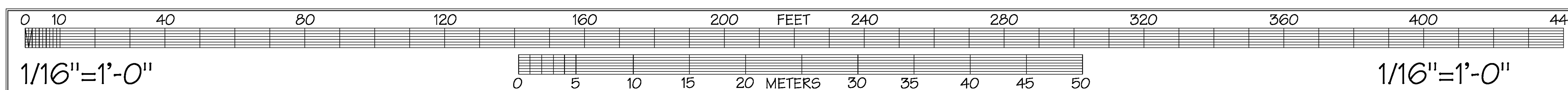
FORECASTLE DECK



UPPER DECK

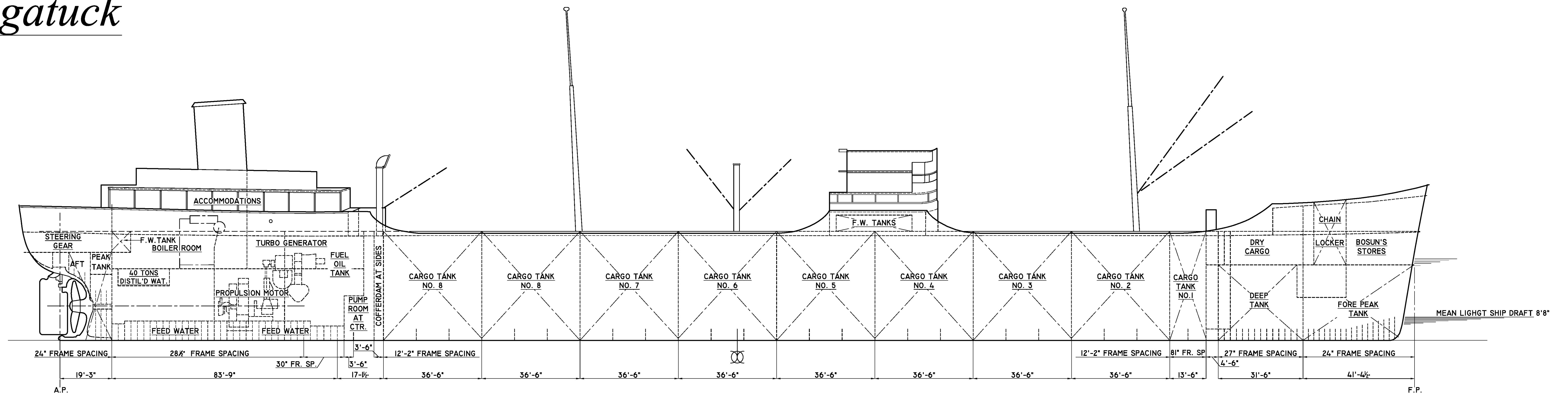


SECOND DECK AND HOLD PLAN

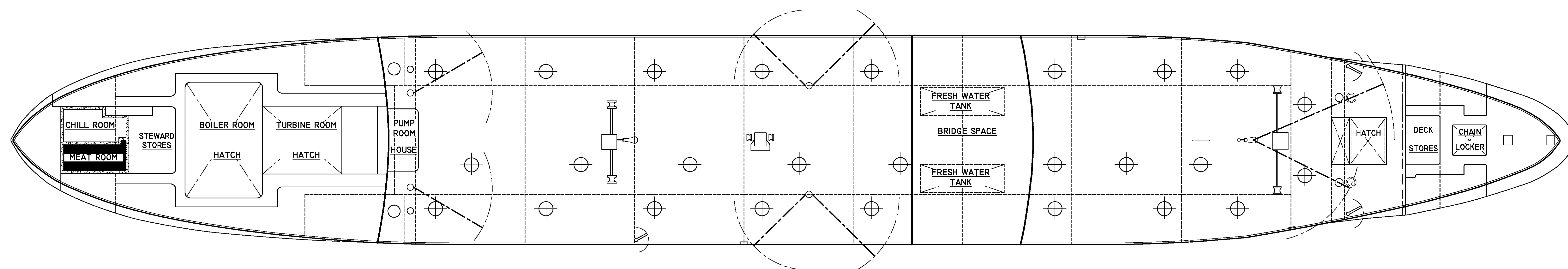


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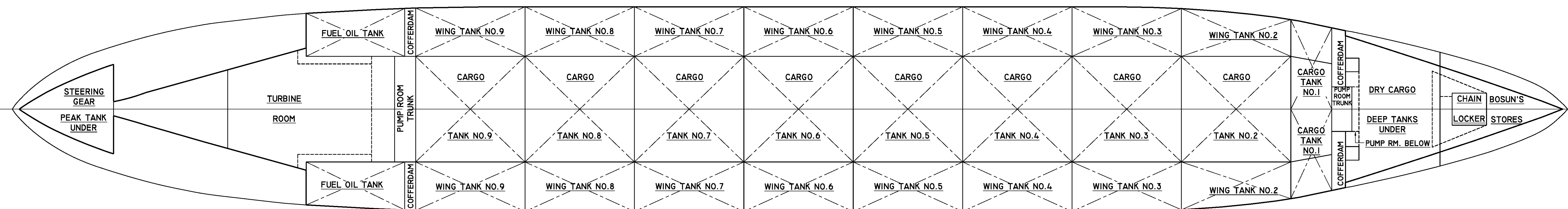
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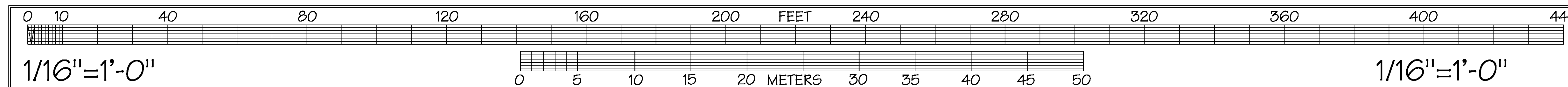
CAPACITY PLAN PROFILE



UPPER DECK CAPACITY PLAN



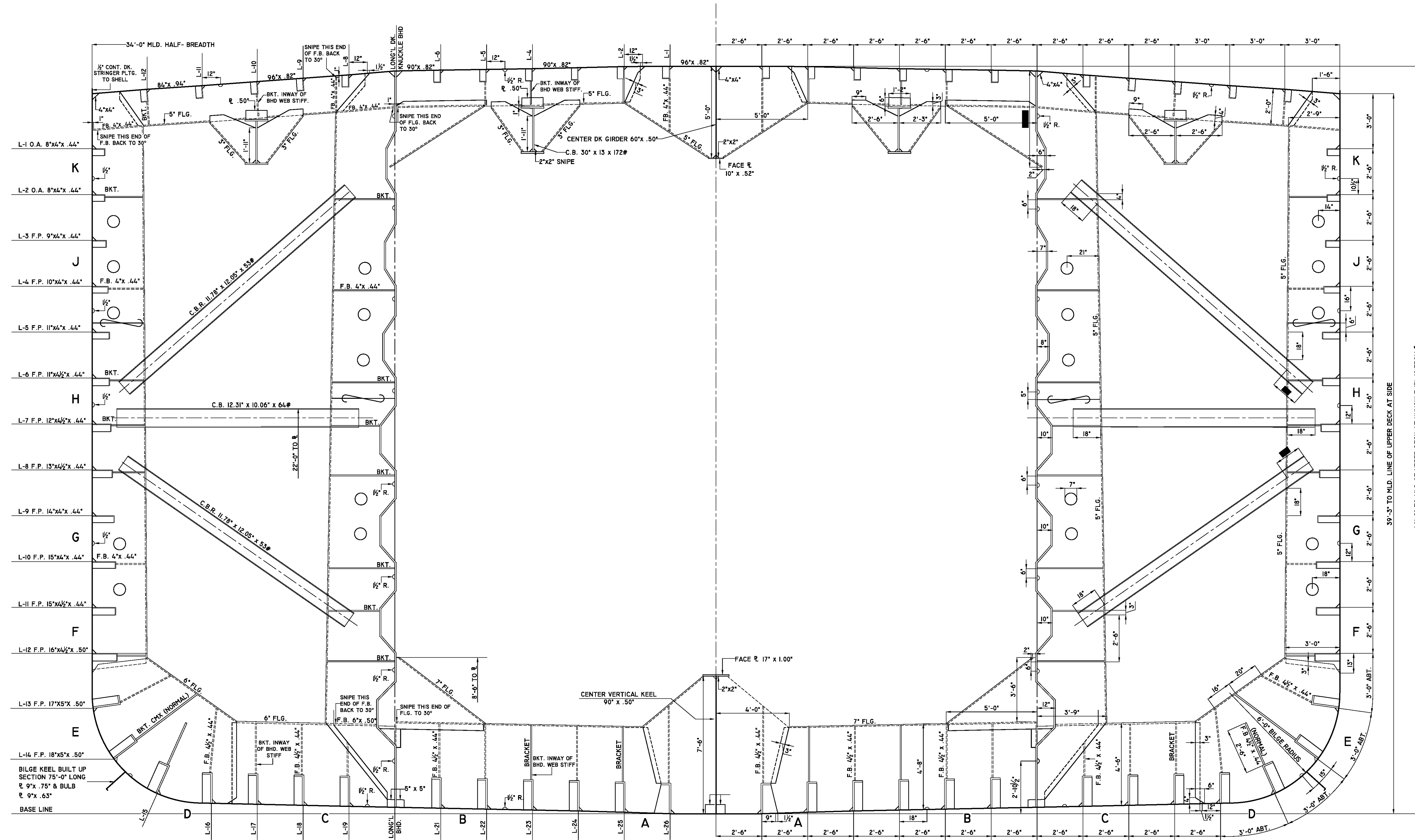
SECOND DECK AND HOLD CAPACITY PLAN



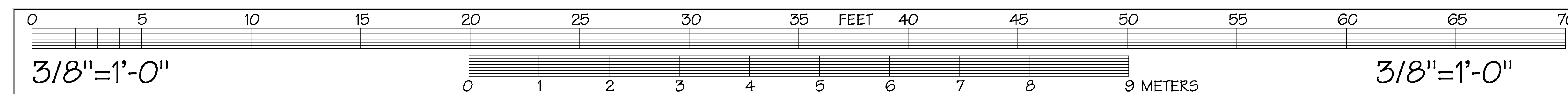
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# Saugatuck



MID-SHIP SECTION



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