

U.S.S. SARATOGA
AIRCRAFT CARRIER ATTACK
NAMED FOR
THE BATTLE OF SARATOGA IN 1777
THE TURNING POINT OF THE
REVOLUTIONARY WAR
BUILT BY
NEW YORK NAVAL SHIPYARD
KEEL LAID DEC. 16, 1952
CHRISTENED OCT. 8, 1955

SHIP'S DATA PLAQUE
TO BE PRESENTED UPON THE OCCASION OF
THE FIRST COMMISSIONING OF THE VESSEL

3ND-P&P0



Christening of Saratoga (CVA 60)
AIRCRAFT CARRIER ATTACK

OCTOBER 8, 1955

NEW YORK NAVAL SHIPYARD
BROOKLYN, NEW YORK



Christening

OF THE

SARATOGA

AIRCRAFT CARRIER ATTACK
CVA60

* * *

Saturday, October 8, 1955

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**NEW YORK NAVAL SHIPYARD
BROOKLYN, NEW YORK**

* * *

SPONSOR

MRS. CHARLES S. THOMAS



Mrs. Charles S. Thomas, Sponsor for the SARATOGA
Wife of the HON. CHARLES S. THOMAS,
Secretary of the Navy



PROGRAM

* * *

NATIONAL ANTHEM

U. S. NAVAL BASE BAND

* * *

WELCOME

REAR ADMIRAL R. T. COWDREY, USN
COMMANDER, NEW YORK NAVAL SHIPYARD

* * *

ADDRESS

ADMIRAL ARTHUR W. RADFORD, USN
CHAIRMAN OF THE JOINT CHIEFS OF STAFF

* * *

INVOCATION

REAR ADMIRAL E. B. HARP, JR., (Ch.C.) USN
CHIEF OF U. S. NAVY CHAPLAINS

* * *

INTRODUCTION OF SPONSOR

By REAR ADMIRAL R. T. COWDREY, USN

* * *

CHRISTENING OF THE SARATOGA (CVA60)

By MRS. CHARLES S. THOMAS

* * *

ANCHORS AWEIGH

U. S. NAVAL BASE BAND

FOREWORD

The New York Naval Shipyard is proud to have been selected to construct the SARATOGA, the most powerful vessel ever designed.

The combined efforts and skills of all Shipyard Officers and employees have been put into the SARATOGA, and I am confident that she, one of the most important units of the fleet with a major innovation in steam conditions, will in fact represent the last word in engineering perfection at completion; and that she will perpetuate with honor and distinction the great name she bears.

The pages that follow provide brief histories of previous men-of-war that bore the name SARATOGA; and the major construction features of the new SARATOGA.

Rear Admiral R. T. Cowdrey, USN
Commander, New York Naval Shipyard



Rear Admiral R. T. Cowdrey, USN
Commander, New York Naval Shipyard



Hon. Charles S. Thomas, Secretary of the Navy



Admiral Arthur W. Radford, USN,
Chairman of the Joint Chiefs of Staff



Admiral Arleigh A. Burke, USN
Chief of Naval Operations



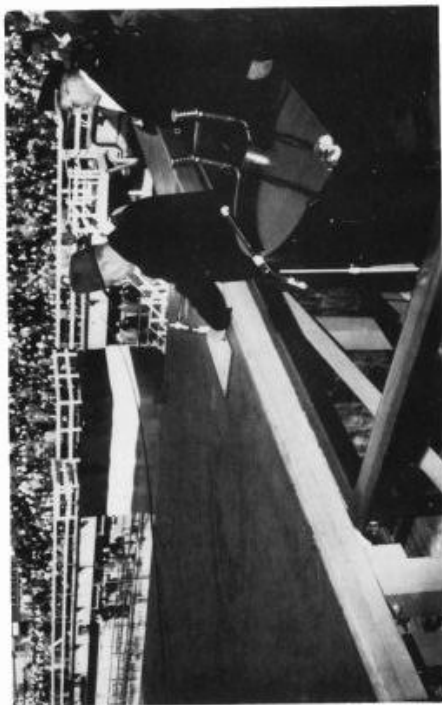
Vice Admiral Arthur D. Struble, USN
Commander, Eastern Sea Frontier



Rear Admiral Roscoe H. Hillenkoetter, USN
Commandant, Third Naval District



Captain Robert J. Stroh, USN
Prospective Commanding Officer, SARATOGA (CVA60)



Hon. Dan A. Kimball, Secretary of the Navy, authenticating the laying of the keel for the SARATOGA (CVA60) - Dec. 16, 1952

CONSTRUCTION FEATURES

* * *

The SARATOGA, the second aircraft carrier of the FORRESTAL class, is the most powerful vessel ever constructed.

The keel for the SARATOGA was laid on December 16, 1952. The 52,000 tons of steel required to build this vessel has been fabricated, assembled and erected by thousands of shipyard workers. Other thousands of workers have filled the giant steel hull with vast quantities of the finest machinery and equipment that American industry manufactures. To provide the 14,000 working drawings required, 700 engineers, naval architects, and draftsmen have been kept busy for three years.

The SARATOGA's propulsion equipment, first of its kind, will develop over 200,000 horsepower—more than that of any ship built, including her recently commissioned sister ship the USS FORRESTAL, and the luxury passenger liner, SS UNITED STATES. It will drive the 60,000-ton carrier at a top speed in excess of 30 knots, or more than 34 miles per hour.

The turbines for this equipment will operate at the highest steam temperatures and pressures of any vessel built for, and accepted by, the U.S. Navy to date.

When the SARATOGA was assigned to the New York Naval Shipyard for construction, a requirement was made by the Navy that it must represent the last word in engineering perfection at completion. This called for the development of many new designs and production techniques. It was particularly true with regard to the propulsion equipment which required a completely new design for turbines and gears.

DATA ON SARATOGA (CVA60)
(AIRCRAFT CARRIER ATTACK)

* * *

Length Overall	1039 feet
Length Between Perpendiculars	990 feet
Breadth at Main Deck	129 feet, 4 inches
Extreme Breadth at Flight Deck	252 feet
Depth at Centerline	
Flight Deck	97 feet, 4 inches
Date Awarded	July 23, 1952
Keel Laid	Dec. 16, 1952
Delivery	Summer, 1956
Number of Crew	3800
Speed	Over 30 Knots
Horsepower	Over 200,000
Displacement (Standard)	60,000 Tons
Number of Propellers (5-Blade)	4
Number of Airplane Elevators (All Deck Edge)	4
Number of Catapults (Steam)	4

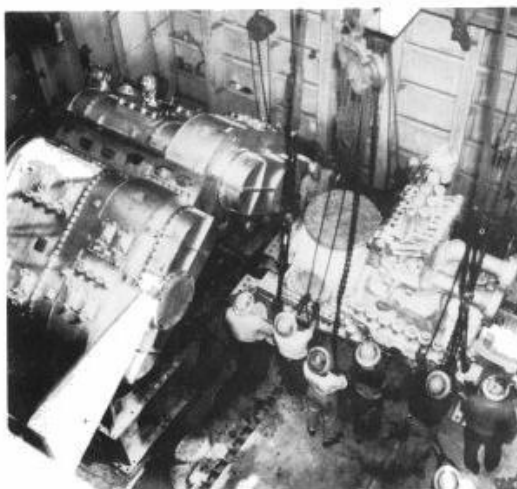
This new marine power plant was designed and developed to meet these unique specifications. The main propulsion equipment consists of four cross-compound turbines and four double reduction gears.

With the use of the highest pressure and highest temperature steam in her propulsion turbines, the SARATOGA is designed to operate with the greatest efficiency ever attained in a large naval vessel. Lighter and less bulky than World War II types, these turbines also will require less fuel even though developing greater shaft horsepower. In addition, these new type turbines will enable the SARATOGA to steam efficiently at full power as well as at lower cruising speeds.

The alloy steel propulsion gears, which connect the turbines to the SARATOGA's four propeller shafts and reduce the fast speed of the highly efficient turbines to a slower and more efficient shaft speed, are also of a new lightweight design. Notwithstanding their size and rating, these gears are 50 percent lighter overall than if they had been built according to World War II design. This means the SARATOGA will have an increased capacity for thousands of gallons of aviation fuel or increased cruising radius.

An overall feature of this newly designed marine power plant is its compactness. Although propelling a vessel almost five city blocks long and more than a block wide, this equipment will occupy no more space than a small corner lot. In fact, the SARATOGA's machinery spaces will occupy only an approximate half million cubic feet, which represents less than eight per cent of the ship's total cubic space.

Steam for the propulsion turbines, ship's service and auxiliary turbine-generators, plane catapults, and other ship's equipment using steam will be supplied by eight giant oil-fired boilers.



Installation of High Pressure Turbine, forward of
Reduction Gear

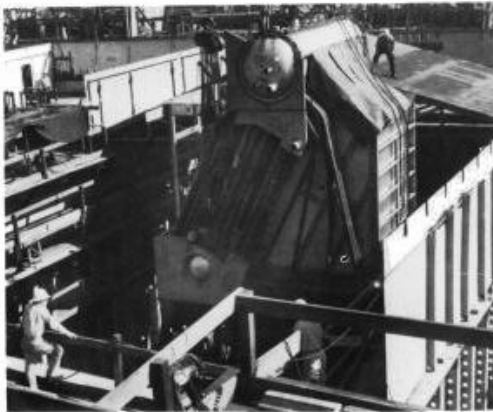
Control of the boilers, turbines, and other elements of the SARATOGA's propulsion plant is almost entirely automatic. Operations will be directed through push buttons and levers from air conditioned control rooms into the engineering spaces. These controls will be similar to those used in a modern electric power plant.

The SARATOGA represents a logical step forward in aircraft carrier design. The lessons learned from the combat-tested ESSEX-class of

World War II and later developments incorporated in the MIDWAY-class were first incorporated in the modernized ESSEX-class. The experiences gained by these carriers in the Korean conflict further increased the fund of carrier combat experience which was incorporated into the SARATOGA to make her the most modern and efficient fighting machine afloat. Original plans for the SARATOGA called for an axial flush deck (the landing area parallel with the fore-and-aft centerline of the ship) carrier, with a highly complicated telescoping control island that could be lowered out of the way of flight operations. Experiments on the USS ANTIETAM, on which an angled deck had been installed by the New York Naval Shipyard, proved that on an angled deck carrier, launching and landing operations could be conducted simultaneously with increased safety to personnel. In case of failure of arresting gear, the planes parked on the forward end of the flight deck were no longer in danger of being plowed into by a runaway plane. Also, if the pilot found his landing was not proceeding according to plan, he could simply gun his motor and take off from the angled part of the deck. As a result thereof the SARATOGA was changed to an angled deck carrier and a fixed island was installed.

Both masts are hinged, with facilities on board for lowering to a position for passage under the Brooklyn Bridge. This hinged feature will enable the SARATOGA to come directly to the shipyard, eliminating the stop at the Bayonne Annex where the masts of other carriers are removed by crane.

The area of the flight deck exceeds four acres and the hangar area, where aircraft are parked, and repaired, is the length of $2\frac{1}{2}$ full size football fields. Of 3000 separate compartments on the ship over 1250 are constructed and tested to be absolutely watertight.



First of the SARATOGA's eight boilers being lowered into the ship

The SARATOGA will have two hospital wards to accommodate 84 patients and will be provided with complete medical services and facilities for first aid, out-patient, ambulatory and operation cases. The latest and most modern equipment is provided for the feeding, care and movement of the ship's sick personnel.

The crew's quarters have been provided with the most modern equipment available. Every crew's living space has a separate lounge area and the decks through all living and messing spaces are covered with fire retardant tiles of many different colors. Over 300,000 of these 9" x 9" tiles are used in these spaces to increase their habit-

ability. All crew's and officers' accommodations, messing and cooking areas, hospital spaces, operation and control areas and offices are air-conditioned. The latest in crew's berths, with foam rubber mattresses, individual air-conditioning vents, and convenient large locker space has been provided throughout the ship. Fluorescent lighting is used throughout. All of these are not just for luxury, but have been provided because it has been determined that air-conditioning and good recreation and sleeping quarters make for a "happy ship" which leads to greater crew efficiency.

To feed the large ship's complement vast quantities of food are required. The average daily consumption is 1100 loaves of bread, 4600 pounds of meat, 4000 pounds of potatoes, 9400 pounds of other vegetables, 12000 pounds of dry provisions, 1000 pounds of dairy products and 3800 pounds of candy, soda, ice cream and other luxuries. To meet this daily consumption the SARATOGA has the capacity to carry 2,118,600 pounds of dry provisions, 185,000 pounds of meat, 487,000 pounds of vegetables and 51,000 pounds of dairy products. An ice making plant with a capacity of 5200 pounds per day is installed. Equipment and layout of the galleys, pantries, food service rooms, sculleries, butcher shops, mess rooms, vegetable preparation rooms, refrigerated spaces, garbage grinders, and trash burners have been arranged to provide quick and convenient service. The most modern kitchen devices are installed with health, cleanliness and rapid maintenance being stressed in all parts of the installation.

The paint used in construction of the SARATOGA would be enough to completely paint 30,000 average homes. Newly developed paints have been used in many areas to provide better color, longer wear, and easier maintenance.

The propellers, the largest ever installed at this Shipyard, are 22 feet in diameter. The largest rudder weighs 45 tons and is equal in area to the floor area of a two bedroom house. The anchors weigh 30 tons each and each link in the 2160 feet of anchor chain weighs 360 pounds.

The SARATOGA's complement of more than 100 jet-powered planes will be able to deliver the atomic bomb to targets far beyond the reach of earlier carrier-based aircraft.

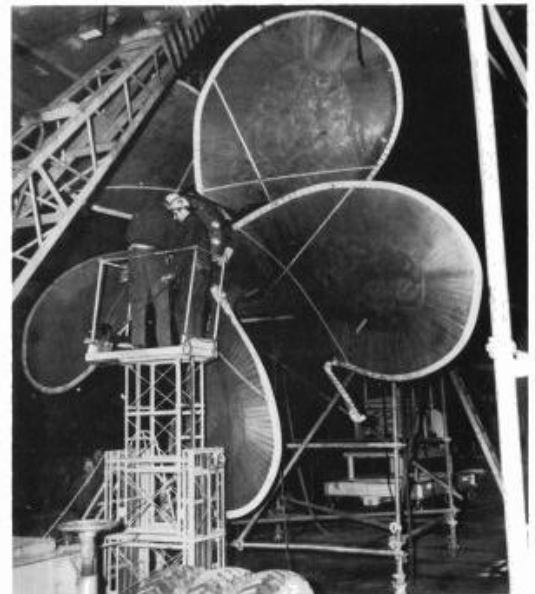
Batteries of rapid-fire five-inch guns coupled to an electronic fire control system give the ship fire power greater than that of any other carrier with the exception of her sister ship, the USS FORRESTAL.

The airplane elevators, four in number, are located at the edges of the flight deck. The size of each platform is 62 feet by 52 feet.

The SS UNITED STATES and the SS AMERICA could be placed on the flight deck of the SARATOGA with room to spare.

Four steam catapults, with the high capacity and greater end speeds necessary to handle high performance jet aircraft currently in service and anticipated for the future, have been installed.

One of the problems encountered was the storing of oxygen for the high-altitude jet pilots. Oxygen for only five days of normal operations, when stored in standard cylinders, would weigh 70,000 pounds. This problem was solved by the design and installation of an oxygen generated plant weighing only 20,000 pounds that will distill oxygen from compressed air, permitting the ship to be self-sufficient in oxygen, and reducing overall weight.

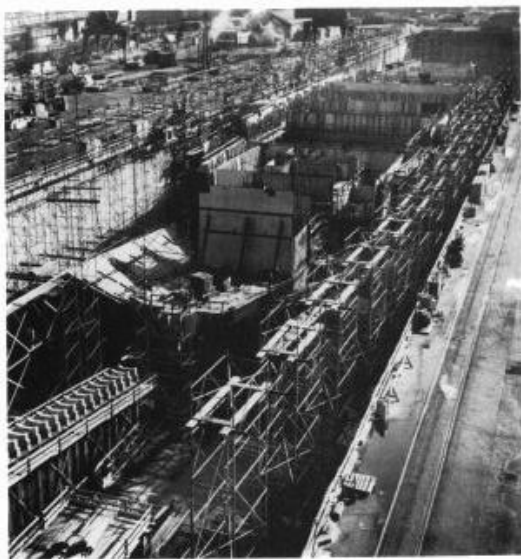


One of the SARATOGA's four propellers

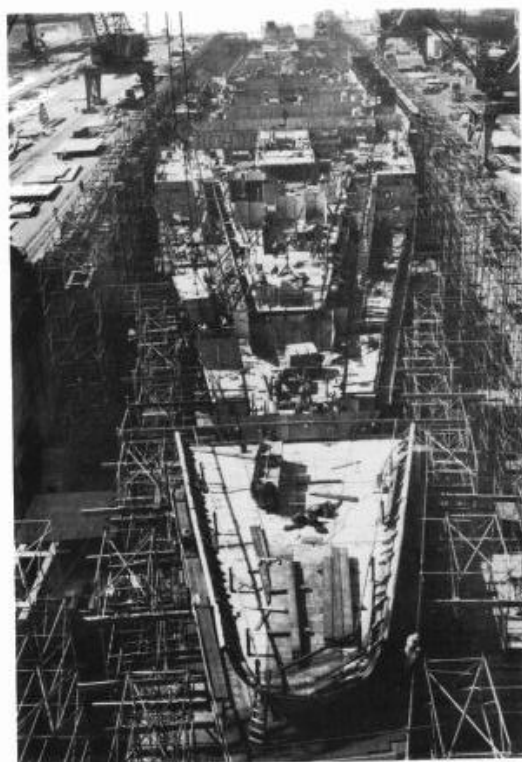
The SARATOGA is truly an engineering masterpiece and every employee of the New York Naval Shipyard is proud to have had a part in the construction of this fine ship. Like her sister ship, the USS FORRESTAL, she will bring to the fleet a mobile air field possessing the finest equipment available.



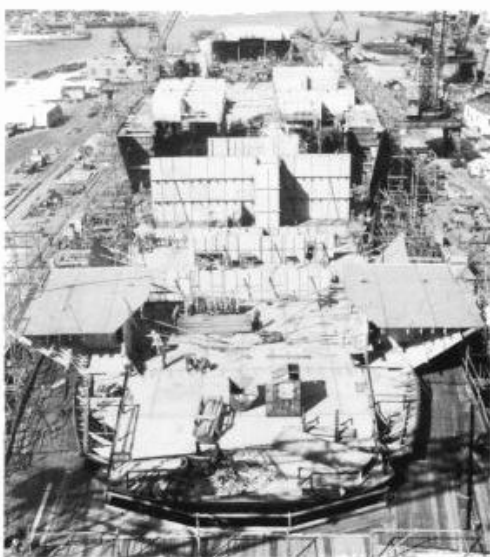
July 22, 1953



November 24, 1953



April 21, 1954



October 22, 1954



March 20, 1955



August 20, 1955

HISTORICAL BACKGROUND

ON OCTOBER 17, 1777 at Saratoga, New York, General Burgoyne surrendered his army to the Continental forces under General Gates. This dramatic event completed one of the truly decisive victories in the American Revolution, for it led directly to French recognition and an alliance with the United States which brought financial aid and sea power to the cause of American independence. The capture of Burgoyne's army was made possible by a small squadron of vessels on Lake Champlain in 1776, which, in defeat, had so delayed the invasion that the British army withdrew to winter quarters in Canada. Making full use of this breathing spell, General Washington and the Continental Congress assembled the force which was victorious at Saratoga.

To commemorate this historic battle a total of six United States naval vessels have been named SARATOGA. In addition, two Revolutionary War Privateers, one in the War of 1812, and many merchant vessels have also carried this name.

CONTINENTAL SLOOP-OF-WAR SARATOGA (1780-1781)

The ship-rigged 18-gun Continental sloop-of-war built by Wharton and Humphreys at Philadelphia, and launched April 10, 1780, was the first American naval vessel named SARATOGA.

Her first and only captain was John Young, of Philadelphia. During 1780, as a unit of the Continental Navy, she cruised with marked success against British merchantmen. On one occasion the SARATOGA simultaneously engaged the ship ELIZABETH 28 guns, and brig NANCY, 14 guns.

After a spirited hour-long engagement both enemy vessels were taken prize. The SARATOGA, as part of a merchant fleet escort, sailed from Haiti March 15, 1781. Three days later she parted company with the convoy in chase of two strange sail. She captured one vessel, and when last seen was in pursuit of the second. The SARATOGA disappeared into the sea from a cause undetermined, carrying down with her the gallant Captain Young and his crew. (Length 68'; beam 25' 4"; displacement, about 150 tons; complement, 6 officers and 80 men; armament, sixteen 9-pounders and two 4-pounders).

CORVETTE SARATOGA (1814-1825)

The second SARATOGA won her fame on Lake Champlain in the War of 1812. She was a ship-rigged, 26 gun corvette built at Vergennes, Vermont, by Adam and Noah Brown under the direction of Commodore Thomas Macdonough. The SARATOGA touched water April 11, 1814, just 40 days after the timber to build her had been cut from the forest in the race for naval supremacy on Lake Champlain. On September 11, 1814, under the lee of Cumberland Head, the American and British lake fleets were joined in battle. Commodore Macdonough, flying his flag in the SARATOGA, exchanged furious broadsides with the heavier gunned British flagship CONFIDENCE, 39 guns. At a critical moment, when both ships were badly shattered, Macdonough, by executing a skillful maneuver, was able to pivot the SARATOGA so as to bring the heretofore unexposed side of the ship and a fresh broadside battery to bear on the enemy. Macdonough had foreseen the possibility and had provided anchors and spring lines which enabled him to wind ship. The CONFIDENCE, unable to complete the same maneuver, struck her colors within 15 minutes, followed in short order by the remainder of the British force.

Macdonough had won a great victory. Once again, as in the Revolutionary War, American ships had thwarted invasion from the north. The Governor General of Canada, Sir George Prevost, and 12,000 veteran troops had witnessed the battle from the city of Plattsburg. Afterwards they marched back to Canada.

The SARATOGA was laid up in 1815; she was sold out of the naval service in 1825 at Whitehall, New York. (Length 143'; beam 36'; displacement 734 tons; complement, 240 officers and men armament, eight long 24-pounders, six carronade 42-pounders, and twelve carronade 32-pounders).

SLOOP SARATOGA (1842-1907)

The Navy Yard, Portsmouth, New Hampshire, was the building site of the third naval vessel to bear the illustrious name, SARATOGA. This ship, rated a first class sloop of 20 guns, was launched July 26, 1842. She performed routine squadron duties until the Mexican War when she joined the blockading squadron off Vera Cruz. During 1847 she was commanded by Commander David G. Farragut and served in the West India Squadron. The SARATOGA was transferred to the Pacific, and was part of Commodore Matthew C. Perry's squadron in 1853 during the negotiations for the treaty which opened Japan. She later returned to American waters, and after a tour with the Home Squadron, cruised off Africa in search of slavers. While so engaged in 1860 she captured a slave ship carrying a cargo of 961 slaves. The SARATOGA's Civil War service included commerce protection against Confederate raiders, and blockading duties as part of the South Atlantic Blockading Squadron. For some years following the war she was laid up, but from 1878 to 1887 she was employed as a training ship for naval apprentices. The SARATOGA was loaned to the

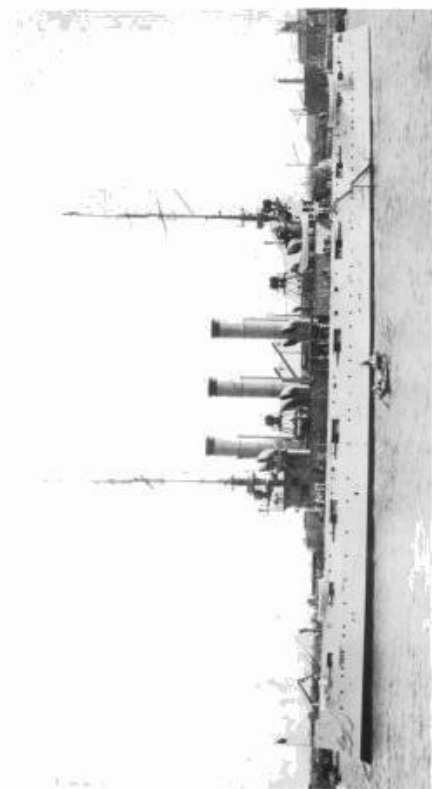


USS SARATOGA
Sloop of War of 20 Guns

State of Pennsylvania in 1890 as a school ship for nautical training and was sold in 1907. (Length 150'; beam 36.9'; draft 16.8'; displacement 882 tons; complement, 210 officers and men; original armament, four 8" shell guns and eighteen 32-pounders).

SARATOGA (1891-1938)

The fourth ship named SARATOGA was so-named for only a part of her naval service. Miss Helen Page, daughter of Mr. J. Seaver Page, Secretary of the Union League Club of New York, acted as sponsor on December 2, 1891 when this ship was launched as the armored cruiser U.S.S. NEW YORK at the William Cramp and Sons Shipyard, Philadelphia. The NEW YORK represented the United States at the ceremonies opening the Kiel Canal, and she was Admiral Sampson's flagship at the crucial Battle of Santiago during the Spanish-American War. Her name was changed to SARATOGA on February 16, 1911 while she was flagship of the Asiatic Station. On December 1, 1917 her name was again changed, this time to ROCHESTER. World War I escort duty was followed by participation in the Nicaraguan Campaign 1926-1931, and duty off China in 1932. The ROCHESTER was decommissioned at Cavite April 29, 1933 and she was stricken from the list of naval vessels October 28, 1938. She was towed into Subic channel on December 24, 1941 and sunk to prevent capture by the Japanese. (Length 380' 6"; beam 64' 10"; draft 23' 3"; displacement 8,150 tons; speed 21 knots; complement, 34 officers and 525 men; original armament, six 8" breech loading rifles and twelve 4" rapid fire, eight 6-pounders rapid fire, four 1-pounder rapid fire, four Gatling guns and three 21" submerged torpedo tubes).



USS SARATOGA
Armored Cruiser

SARATOGA (CV-3) (1925-1946)

On April 7, 1925 at the New York Shipbuilding Company, Camden, New Jersey, the fifth SARATOGA became the first United States vessel to be launched as an aircraft carrier. Mrs. Curtis D. Wilbur, wife of the Secretary of the Navy, christened the vessel with water from Saratoga Springs, New York. Originally laid down as a powerful battle cruiser, she had been converted to an aircraft carrier as the result of the Washington Treaty for the Limitation of Naval Armaments. Most of her underwater armor was retained in the conversion as well as her powerful turbo-electric engineering plant. She made 33.4 knots on her speed trials in June, 1928.

During peacetime years the SARATOGA trained many air groups and in so doing contributed greatly to the promotion and development of naval aviation. Tests conducted from her flight deck further demonstrated the practical value of the aircraft carrier. Included among her commanding officers in this period were such well known individuals as H. E. Yarnell, W. F. Halsey, Jr., and J. H. Towers.

The SARATOGA was at San Diego, California, when the Japanese attacked Pearl Harbor, and sailed for the Hawaiian Islands next day. Arriving at Pearl Harbor December 15, 1941, she was underway a day and a half later carrying Marine fighter aircraft to bolster the beleaguered defenders of Wake Island. But Wake surrendered and the SARATOGA delivered the planes to Midway.

On January 11, 1942, some 500 miles southwest of Oahu, a Japanese submarine torpedo struck her port quarter. Three firerooms flooded, but fortunately the engineering plant was not seri-



USS SARATOGA (CV-3)

ously damaged and she was able to make Pearl Harbor under her own power. After being temporarily repaired, she returned to Bremerton, Washington, for permanent repairs and modernization.

Late in May, 1942 the SARATOGA, returned to the combat zone, and on June 8, 1942 delivered replacement aircraft to the carriers after the Battle of Midway. She then joined Task Force 17 as Vice Admiral F. J. Fletcher's flagship.

Beginning August 7, 1942, the SARATOGA's planes supported the Marines as they stormed ashore on Guadalcanal, Solomon Islands. On August 24, in the Battle of the Eastern Solomons, her torpedo planes and dive bombers sank the Japanese carrier RYUJO and heavily damaged the seaplane carrier CHITOSE. After coming through this battle unscathed, the SARATOGA fell victim for the second time to a Japanese submarine. On August 31, she took a torpedo hit on the starboard quarter so damaging the engineering and electrical systems that she soon lay dead in the water. The cruiser MINNEAPOLIS took the SARATOGA in tow until power could be restored. Following temporary repairs at Tongatabu Harbor, she returned to Pearl Harbor Navy Yard where the job of readying her to fight again was accomplished.

Early in December 1942 she reached Noumea, New Caledonia and strikes were launched against Munda, Kolombangara, and other enemy installations in the Solomon Islands area.

From May to August 1943 she cruised with battleships, cruisers, and the British carrier VICTORIOUS. During October the SARATOGA's planes worked over enemy positions on Bougainville Island, coordinating attacks with the Marine landings at Empress Augusta Bay.



USS SARATOGA (CV-3)

Following the strikes against enemy shipping at Rabaul, New Britain, early in November 1943, the SARATOGA provided air support from the 23rd to the 27th of that same month over the invasion beaches of Tarawa, Gilbert Islands.

She returned survivors of the escort carrier LISCOMBENBAY to the United States in December 1943, and entered drydock at San Francisco.

The SARATOGA was back in the Pacific in time to participate in the Marshall Islands operations. For three days, commencing January 29, 1944, her aircraft delivered sustained attacks against Japanese installations on Wotje, Maloelap, and Taroa Islands. In February she gave the same treatment to Eniwetok. After covering the landings on that island, February 17, her aircraft supported the Marines ashore there for the remainder of the month.

In March 1944, the SARATOGA steamed to Australia, where she joined the Combined Eastern Fleet of allied vessels. As part of this fleet she participated in strikes against enemy bases at Sabang, Sumatra, and Surabaya, Java. Late in May the SARATOGA was detached to begin the long cruise from the Indian Ocean to Bremerton, Washington, where she remained undergoing major repairs and a complete overhaul until September 1944.

Until after the first of the year 1945, the SARATOGA was at Pearl Harbor training air groups in both day and night carrier operations. She then joined Admiral Mitscher's powerful Task Force 58 for the first carrier aircraft strike on Tokyo, February 16-17, 1945, and the invasion of Iwo Jima two days later. On the night of February 21, the SARATOGA was taken under attack by Japanese aircraft. Four suicide planes and

seven bombs found their mark causing serious structural damage and devastating fires. Casualties totaled 123 men killed and 192 wounded. Badly crippled, and struggling to bring fires under control she made Eniwetok. She then proceeded home to Puget Sound Navy Yard where she arrived March 16, and was readied for sea once more by May 22, 1945.

The veteran carrier completed her wartime service performing training duties at Pearl Harbor. From the date of her first commissioning, November 16, 1927, until the end of the war August 15, 1945 a total of 89,195 plane landings had been made on her deck. She joined the "Magic Carpet Fleet" after the Japanese surrender, bringing home 29,204 Pacific war veterans; a larger number than any other individual ship.

The battle-scarred grand old lady was swallowed by the waters of Bikini Atoll as a result of an underwater blast in the atomic bomb test, July 25, 1946.

The SARATOGA earned seven Battle Stars on the Asiatic-Pacific Area Campaign Medal for participating in the following operations:

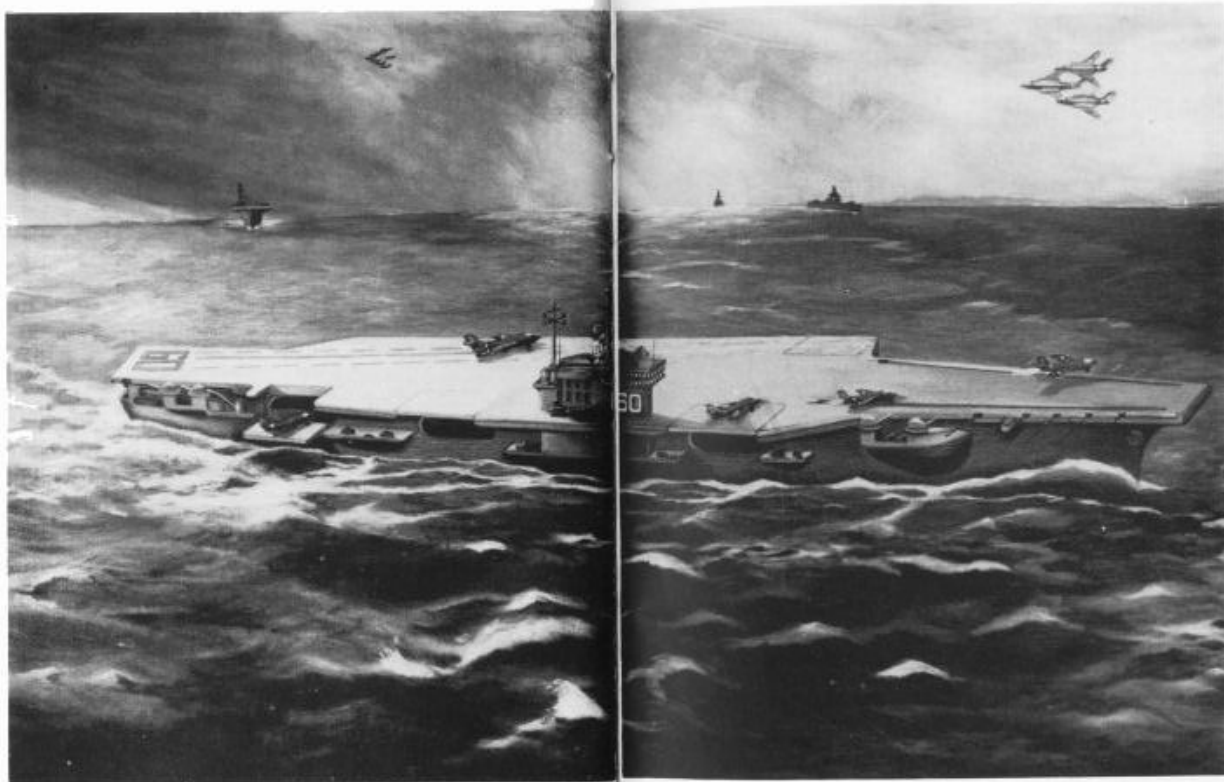
1 Star for Guadalcanal-Tulagi Landings, August 7-9, 1942; 1 Star for Capture and Defense of Guadalcanal, August 10 - September 1, 1942; 1 Star for Eastern Solomons, August 23-25, 1942; 1 Star for Treasury-Bougainville Operation, November 1, 2, 5 and 11, 1943; 1 Star for Gilbert Islands Operation, November 18-30, 1943; 1 Star for Marshall Islands Operation, January 29 - February 8 and February 17 - March 2, 1944; 1 Star for Sabang Raid, April 19, 1944 and Surabaya Raid, May 17, 1944; 1 Star for Iwo Jima Operation, February 15-21, 1945.

(Length overall 909' 5"; beam 105' 6"; draft 24' 2"; standard displacement 33,000 tons; speed 33.9 knots; planes carried 72; complement, 195 officers and 1676 men; original armament, eight 8"/55 cal. breech loading rifles in 4 twin mounts, twelve 5"/25 cal. AA guns, and four 21" single above water torpedo tubes; World War II armament, sixteen 5"/38 cal. dual purpose guns, plus batteries of 40 mm and 20 mm AA guns).

SARATOGA (CVA60) (1955-)

The SARATOGA (CVA60), to be christened today, is the sixth United States Naval vessel so named.





Naval Vessels Constructed at New York Naval Shipyard

Name	Type	Commenced or Keel Laid	Launched	Commissioned
OHIO	74 Gun Ship of the line, 2,357 tons	1817	May 30, 1820	
SAVANNAH	44 Gun Frigate	1820	May 3, 1842	
SABINE	44 Gun Frigate	1822	Feb. 3, 1855	
VINCENNES	18 Gun Sloop of War, 700 tons	1825	Apr. 27, 1826	
FAIRFIELD	18 Gun Sloop of War	1826	June 28, 1828	
LEXINGTON 2nd	18 Gun Sloop of War, 691 tons	1825	Mar. 9, 1826	
PEACOCK 2nd	18 Gun, 2nd class Sloop of War		Sept. 30, 1828	
MORRIS	Revenue Cutter	1831	June 30, 1831	
ENTERPRISE 3rd	10 Gun Schooner, 194 tons	1831	Oct. 26, 1831	
DOLPHIN	10 Gun Brig, 274 tons	1836	June 17, 1836	
PILOT	7 Gun Schooner	1836	Sept., 1836	
FULTON 2nd	9 Gun Paddle Wheel Steamer	1835	May 18, 1837	
LEVANT	18 Gun Sloop of War	1837	Dec. 28, 1837	
DECATUR	18 Gun Sloop of War	1838	Apr. 9, 1839	
MISSOURI	10 Gun Paddle Wheel Steamer, 1700 tons		Jan. 7, 1841	
SOMERS	10 Gun Brig	1842	Apr. 16, 1842	
SAN JACINTO	6 Gun Sloop of War	1847	Apr. 16, 1850	
ALBANY	20 Gun Sloop of War, 1044 tons	1845	June 27, 1846	
FULTON 3rd	9 Gun Paddle Wheel Steamer		Aug. 30, 1851	
NIAGARA	40 Gun Steamer Frigate	Oct. 2, 1854	Feb. 23, 1856	
IROQUOIS	6 Gun Steam Sloop of War	1858	Apr. 32, 1859	
ONEIDA	6 Gun Steam Sloop of War	1861	Nov. 20, 1861	
OKTORORA	6 Gun Side Wheel Double Ender	1861	Dec. 7, 1861	
ADIRONDACK	9 Gun Steam Sloop of War	1861	Feb. 22, 1862	
LACKAWANNA	9 Gun Steam Sloop of War	1862	Aug. 9, 1862	
TICONDEROGA	9 Gun Steam Sloop of War	1861	Oct. 16, 1862	
SHAMROCK	8 Gun Side Wheel Double Ender	1862	Apr. 17, 1863	
MACKINAW	8 Gun Side Wheel Double Ender	1862	Apr. 22, 1863	
PEORIA	8 Gun Side Wheel Double Ender	1862	Oct. 29, 1863	
TULLAHOMA	8 Gun Side Wheel Double Ender	1863	Nov. 28, 1863	
ALGONQUIN	12 Gun Side Wheel Double Ender	1863	Dec. 31, 1863	
MAUMEE	7 Gun Steam Sloop of War, 591 tons	1862	July 2, 1863	
NYACK	3 Gun Steam Sloop of War	1862	Oct. 6, 1863	
KALAMAZOO	Double Turreted Monitor	1863		
ONTARIO	Screw Steam Sloop	1863		
MADAWASKA	15 Gun Steam Sloop of War	1863	July 8, 1865	
WAMPANOAG	Screw Steam Sloop	1863	Dec. 15, 1864	
QUINNEBAGG	10 Gun Steam Sloop of War	1864	Mar. 31, 1866	
MOSHOLE	13 Gun Steam Sloop of War	1864	1865	
JAVA	Screw Steam Sloop	1864		
KENOSHIA	Screw Steamer	1867	Aug. 8, 1868	
ALARM	Torpedo Boat	1872	Nov. 15, 1873	
SWATARA	6 Gun Steam Sloop of War		Sept. 17, 1873	
TRENTON	19 Gun Steam Frigate, 2300 tons	1875	Jan. 1, 1876	Feb. 14, 1877
MAINE	10 Guns in Main Battery, Steel Twin- Screw; Second Class Battleship, 6,682 tons			
CINCINNATI	Steel Twin-Screw Protected Cruiser, 3183 tons	Oct. 18, 1888	Nov. 18, 1890	Sept. 17, 1895
TERROR	Double Turreted Monitor	January, 1890	Nov. 10, 1892	June 16, 1894
MIANTONOMAH 2nd	Double Turreted Monitor		Mar. 24, 1893	Apr. 15, 1896
PURITAN	Double Turreted Monitor		Dec. 5, 1896	Oct. 27, 1899
			Dec. 6, 1892	Dec. 10, 1896

Naval Vessels Constructed at New York Naval Shipyard

Name	Type	Commenced or Keel Laid	Launched	Commissioned
PENACOOK	Steel Yard Tug for Fort Royal, S. C.	Feb. 8, 1898	Oct. 29, 1898	May 7, 1899
CONNECTICUT	16,000 Ton 1st Class Battleship	Mar. 10, 1903	Sept. 29, 1904	Sept. 29, 1906
VESTAL	12,000 Ton Fleet Collier	Mar. 25, 1907	May 29, 1908	Oct. 4, 1909
FLORIDA 4th	22,000 Ton Battleship	Mar. 9, 1909	May 17, 1910	Sept. 15, 1911
NEW YORK 6th	27,000 Ton 1st Class Battleship	Sept. 11, 1911	Oct. 30, 1912	Apr. 15, 1914
ARIZONA	11,400 Ton 1st Class Battleship	Mar. 16, 1914	June 19, 1915	Nov. 17, 1916
NEW MEXICO	12,000 Ton 1st Class Battleship	Oct. 14, 1915	Apr. 21, 1917	May 20, 1918
TENNESSEE 5th	32,000 Ton 1st Class Battleship	May 14, 1917	Apr. 30, 1919	June 3, 1920
SOUTH DAKOTA	*45,200 Ton 1st Class Battleship	Mar. 15, 1920		
INDIANA	*45,200 Ton 1st Class Battleship	Nov. 1, 1920		
PENNSACOLA	10,000 Ton Heavy Cruiser	Oct. 27, 1926	Apr. 25, 1929	Feb. 6, 1930
YF201	Covered Freight Lighter	Apr. 16, 1932	Sept. 28, 1932	Apr. 10, 1933
NEW ORLEANS	10,000 Ton Heavy Cruiser	Mar. 14, 1931	Apr. 12, 1933	Feb. 15, 1934
HULL	1,395 Ton Destroyer	Mar. 2, 1933	Jan. 31, 1934	Jan. 11, 1935
DALC	1,395 Ton Destroyer	Feb. 10, 1934	Jan. 23, 1935	June 17, 1935
ERIE	7,000 Ton Gunboat	Dec. 17, 1934	Jan. 29, 1936	July 1, 1936
BROOKLYN	10,000 Ton Light Cruiser	Mar. 17, 1935	Nov. 30, 1936	Sept. 30, 1937
ALEXANDER				
HAMILTON	Coast Guard Cutter	Sept. 11, 1935	Jan. 6, 1937	Mar. 4, 1937
JOHN C.				
SPENCER	Coast Guard Cutter	Sept. 11, 1935	Jan. 6, 1937	Mar. 1, 1937
HONOLULU	10,000 Ton Light Cruiser	Sept. 10, 1935	Aug. 26, 1937	June 15, 1938
HELENA	10,000 Ton Light Cruiser	Dec. 9, 1936	Aug. 27, 1938	Sept. 18, 1939
NORTH				
CAROLINA	35,000 Ton Battleship	Oct. 27, 1941	June 13, 1940	Apr. 9, 1941
IOWA	45,000 Ton Battleship	June 27, 1940	Aug. 27, 1942	Feb. 22, 1943
MISSOURI	45,000 Ton Battleship	Jan. 6, 1941	Jan. 29, 1944	June 11, 1944
YTB-35	Floating Workshop	Aug. 18, 1941	Nov. 25, 1941	
LTS-311,				
312, 313, 314	Landing Ship, Tanks	Sept. 7, 1942	Dec. 10, 1942	
LST-315,				
316, 317, 318	Landing Ship, Tanks	Oct. 14, 1942	Jan. 25, 1943	
BENNINGTON	CV20, 27,100 Ton Class	Dec. 13, 1942	Feb. 26, 1944	Aug. 6, 1944
BON HOMME				
RICHARD	CV31, 27,100 Ton Class	Feb. 1, 1943	Apr. 29, 1944	Nov. 26, 1944
FRANKLIN D.				
ROOSEVELT	CVB42, 45,000 Ton	Dec. 1, 1943	Apr. 29, 1945	Oct. 27, 1945
KEARSARGE	CV31, Tonnage 27,000	Mar. 3, 1944	May 5, 1945	Mar. 2, 1946
ORISKANY	CV34, Tonnage 37,000	May 1, 1944	Oct. 15, 1945	Sept. 25, 1950
SARATOGA	CVA66, Tonnage 60,000	Dec. 18, 1952	Oct. 8, 1955	
INDEPENDENCE	CVA62, Tonnage 62,000	Jul. 1, 1955		

* Work stopped in accordance with Washington Naval Limitations Treaty signed February 6, 1922. Both SOUTH DAKOTA AND INDIANA were scrapped and materials sold.

