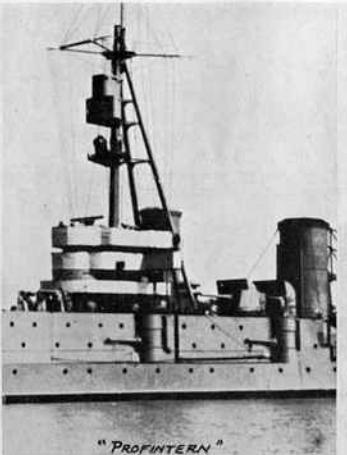


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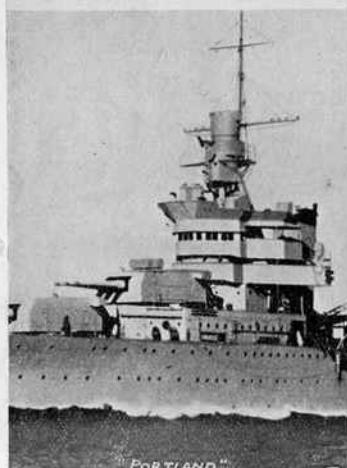
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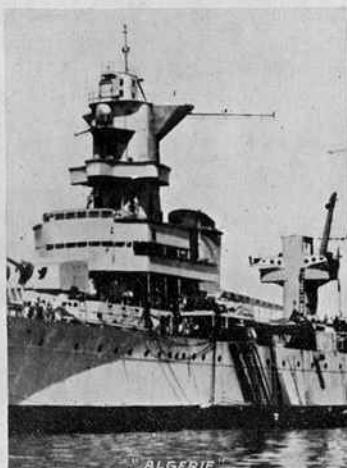
"PROVINCETOWN"



"FOCH."



"PORTLAND"



"ALGERIE"



"BEDOUIN"



"MAYA"

FROM POLE MAST TO PYLON. EXAMPLES OF RIG AND BRIDGWORK IN RECENT CRUISERS.

[Frontispiece

FOREWORD

THE past year has been marked by a recrudescence of interest in naval affairs, due to the extensive programmes of replacement construction embarked upon in Japan and the U.S.A. As we write, last minute efforts are being made to save the Disarmament Conference from complete failure, but its energies must be concerned in the future status of Germany—a further whittling down of the British Navy can no longer be offered as a refresher for abortive efforts.

That we have allowed our naval strength to diminish to the danger point has been stressed by the First Lord. In point of fact the Navy could no longer guarantee the safety of our overseas supplies of food and oil in case of war, as the cruiser forces available are pitifully inadequate both in numbers and strength. That we should still retain ships like the early "C" class cruisers—which both by virtue of age and condition are due for the scrap heap—is striking testimony to the lengths we have been compelled to go in order that a numerical "sufficiency" should be shown on paper.

Our cruiser programmes for the past few years have been limited in numbers, size and armament by the one-sided concessions made by our representatives at the London Naval Conference, with the result that our constructors have been faced with the very disagreeable necessity of providing us with

ships definitely inferior to their "opposite numbers" abroad. A hope that our example in reverting to small cruisers would lead other nations to do likewise has proved vain, and the announcement in the House that two 9,000 ton ships would replace the smaller type in the 1933 Programme is a welcome sign that this policy has now been abandoned—although under present limitations it again raises the question of size versus numbers.

In the U.S.A. a well-balanced naval programme has been put in hand—somewhat belatedly—to make good a deficiency in cruisers and replace worn-out destroyers, with the result that half a hundred different trades outside the shipbuilding yards are again busy. Last year we ventured to predict that something on the lines of another Naval Defence Act would become necessary to reduce the "risks of peace" and unemployment, and the passing of a year has only increased that necessity. The construction of ships for the safeguarding of food supplies is no aggressive preparation for war but the very reverse. An Empire unable to defend itself deserves the fate which has always overtaken it and always will, and the efforts of professional pacifists to achieve this end in the name of peace should no longer be tolerated.

The desire for Peace may be world-wide, but rapidly growing and virile Nations demand new markets and fresh territory for their

surplus population. The League of Nations—in which neither the U.S.A., Japan or Germany have seats—has degenerated into a debating society, anxious and impotent. Peace in Europe may be achieved by Pacts and Treaties, but the preservation of peace in the Pacific will depend upon other factors. All the protestations of those who would have the League fight for Peace while they denounce War, cannot alter the march of events which is now in train.

Let us, then, look forward to the day when an unfettered Navy can assure us Peace, Prosperity and again a little of Dignity.

A fresh feature in this edition is the summary of naval forces inserted in many of the sections, and the fleet distribution of the British, U.S.A., and French Navies. Although the composition of the various squadrons is always being modified, it is hoped that by anticipating the entry of new ships into service the squadrons to be altered will be found correct for 1934. The summaries show ships building, under age, and over age according to the London Treaty dates, and will facilitate reference in assessing naval strength.

Over 450 new blocks have been added, and the text has been thoroughly revised and corrected to show the innumerable alterations

FOREWORD—continued.

to tonnage, horse power, secondary armament and complement, uniforms and flags which possibly pass unnoticed although they entail almost as much labour as the collection of fresh material.

In the British section the most interesting photos will be found in the cruiser section where the new *Amphion*, modified *Arethusa* and *Leander* classes are freshly illustrated. Alterations to the *York* and *Exeter* are also shown, and as usual every class in which changes have been made has been re-illustrated. That curious ship, the *Guardian*, has merited three photos, and the new sloops of the *Hussar* and *Grimsby* types are shown by drawings. All the new types of submarines are shown, and in passing we could congratulate those responsible for the design and machinery of the *Thames*, both at Whitehall and Barrow, for having achieved the coveted 21 knots and over.

Although the *Deutschland* has been in service for a year very little fresh information is available concerning her protection and other details. The figures given are believed to be substantially correct and suggest that she is more or less a resuscitation of the old *Italia* idea on modern lines. The altered *Bremen* should be noted.

In the French section, plans and illustrations will be found of the much discussed *Dunkerque*, the new armoured cruisers of the *La Galissonnière* class, the *Emile Bertin*, new

Escorteurs and submarine chasers, as well as photos of the curious looking *Algérie*.

Progress in the Italian Navy has been in the completion of ships rather than in new construction. Two of the second group of the speedy *Condottieri* light cruisers are now ready, and it must be admitted that they look singularly efficient ships. In *Pola* and *Bolzano* a novel way of obviating the suction effect of the big bridge on funnel smoke has been introduced, and with the entry of these ships into service the Italians certainly possess a fine squadron of Treaty cruisers capable of 36 knots or so.

Very few details about the new types incorporated in the Japanese Replenishment Programmes are as yet available. Although of a nominal 8,500 tons, it is now known that the *Mogami* class will carry fifteen 6.1" guns—an armament which reduces our *Leanders* to impotence. Indeed, it is difficult to see how such a battery can be carried on a displacement 1,500 tons less than that required by the U.S.A. *Brooklyn* class. Although the first of the new destroyers is in service their armament is still unknown—a tribute to the secrecy which now enshrouds Japanese construction.

A clear flight deck has been a feature of Japanese carriers since the day when the *Hosho* lost her island superstructure and biped mast, and the *Ryujo* conforms to type. Her photo and plan merit careful study and a comparison of her dimensions with those of

the *Hermes* will show how the low displacement has been achieved. It will be exceedingly interesting to see what the new 10,000 ton carriers will be like and what dimensions will be employed.

Year by year the Japanese battleships add to their malignant profiles until all semblance to their original appearance has vanished. All are to undergo complete reconstruction and this year the *Fuso* and *Yamashiro* present themselves in a new guise. The only photograph obtainable was taken at a great distance, and if the picture is blurred it must be excused on the grounds that in the print the ship was just half an inch long, necessitating careful copying and enlarging before a block could be made. An additional drawing furnishes details which otherwise would be missed. Fresh views of the *Atago* class will be found in the addenda, the close-ups of the extraordinary bridgework being well shown. The last four ships of the *Fubuki* class form a striking contrast to our own destroyers, the piled-up bridgework being especially noticeable. Several of the earlier vessels of this class now have screens over the torpedo tubes, and the extensions to the funnels are anti-flare caps which are now being fitted to all types of ships. Submarine I 5, which has been so long on hand, differs from her sisters in having two of her tubes external instead of submerged.

In the U.S.A. section will be found a plan of the *Ranger* and her launch photos. She was

FOREWORD—*continued.*

designed to have ducts like the *Langley*, but for various reasons an island superstructure and funnel have been substituted. A number of fresh photos of all classes have been added, including the *Mississippi*—a strange addition to the tripod masted fleet. Next year it is hoped that details of the new programme ships will be available and the *Brooklyn*s bid fair to be the most interesting cruisers yet built for the U.S.A.

Attention must be directed to the Portuguese section which has been entirely re-cast and freshly illustrated. With the arrival of the new sloops and destroyers a great impetus has been given to naval enthusiasm in Portugal, shown by the number of correspondents who have sent photographs and information. The contracts for building these ships came to this country at a critical time and from all accounts the Republic has no cause to regret that they were not built in Italy.

Throughout the book a large number of new photos will be found like the reconstructed *Sverige*, the Yugo-Slav monitors and the Mexican gunboats. In the silhouette indices a commencement has been made at reducing the size of the big ships to three and a half inches without loss of detail. The pages will be found to be more compact and recognition easier in consequence. In passing may we again mention that there can be no fixed scale for these little drawings the aim being to

present each ship clearly and economically. Many official silhouette sheets which have adopted the stippled outline introduced by the Editor still cling to the scale system, with the result that well known big ships occupy unnecessary space and small ships are dwarfed to an unrecognisable size. Of the two we contend that the "F.S." system is the better, as ships do not present themselves for comparison but usually alone.

In conclusion, may we again extend our thanks to all who have helped to make the book this year. Both to the Naval Attachés and Home Authorities who had attended to the sectional revisions we are deeply grateful—especially in those instances when the original revision has been followed up with three or four lots of photos and addenda. Such friendly co-operation is of inestimable value and is appreciated to the fullest extent.

We are indebted to that skilled artist with pen and camera, Mr. R. Perkins, for the new plans and several photographs, and also for the most welcome assistance in many ways. For the use of photos and information we have to thank Capt. de Cor. M. Adam, Mons. M. le Masson and Commdt. P. Vincent-Brechignac. In the Italian section we gratefully acknowledge invaluable help from Ingegner Luigi Accorsi, Sig. Filippo Ciancifara and Capt. Ferretti, R.I.N., and to Eng. Lt. Aluine Martins da Silva and Senor Henrique Maufrey

Seixas for the use of the many photos in the Portuguese section and a most careful revision of the text.

An old friend of *Fighting Ships*, Capt. Mateo Mille, has again placed his camera at our disposal, and we are indebted to Commdr. T. Hagman, R.S.N., for his photos in the Swedish section, and Mr. W. O. Waterman for the excellent selection of U.S. Navy photos he placed at our disposal.

To numerous friends and the Special Correspondents all over the world we send our greetings and best thanks. May we also record our special obligation to that correspondent whom the Editor wishes us to refer to as "Jimmie." Welcome assistance has also been given by Messrs. Vickers, Messrs. Yarrow, Messrs. Hawthorne Leslie, and Messrs. Thornycroft for which we are grateful.

To those Departments at the Admiralty which have furnished information we are, as always, deeply indebted and welcome this opportunity of acknowledging both assistance given and facilities extended.

During the year we have lost our oldest collaborateur Commdt. le Marquis de Balincourt, whose death will be a very real loss to a wide circle of friends. Founder of the naval annual *Les Flottes de Combat*, he was a true friend to England, and in every sense le Grand Seigneur.

THE PUBLISHERS.

GENERAL INDEX (Named Ships only.)

ABBORREN—BUSHNELL

ABBREVIATIONS: (A) signifies Argentine, (Br) Brazilian, (Chil) Chilean, (C) Chinese, (Cu) Cuban, (Da) Danish, (F) French, (G) German, (Gr) Grecian, (I) Italian, (J) Japanese, (N) Netherlands, (Nor) Norwegian, (P) Peruvian, (Po) Polish, (Port) Portuguese, (Ro) Roumanian, (Rus) Russian, (Sp) Spanish, (Sw) Swedish, (T) Turkish, (U.S.) United States. No descriptive term implies British Empire.

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Tinge (U.S.)	491	Tuscarora (U.S.)	510	Vedea (Ro)	410	Wotan	62	Wimberley	62	
Tippecanoe (U.S.)	504	Tutuila (U.S.)	498	Vega (U.S.)	505	Wotan	62	Wimberley	62	
Tirane (Albania)	109	Twiggs (U.S.)	491	Vegheatorul (Ro)	410	Wotan	62	Wimberley	62	
Titan	82	Tydeamen (N)	378	Velasco (U.S.)	505	Wotan	62	Windor	62	
Titanus (I)	298	Tydon (F)	374	Ventimiglia (U.S.)	104	Wotan	62	Windor	62	
Tito Spori (I)	290	Tyr (N)	377	Ventimiglia (U.S.)	137	Wachtmeister (Sw)	448	Winnismmet (U.S.)	512	
Tiverton	78	Tyrant	66	Venturatos (Sp)	436	Wainwright (U.S.)	508	Winnismmet (U.S.)	512	
Toba (A)	108	Tzar Arsen (Bulgarian)	110	Velox	63	Wakabas (J)	338	Winstow (U.S.)	490	
Toba (J)	354	Tzar Simeon (Bulgarian)	110	Vendetta	92	Wakakura	100	Wishart	62	
Toia	100	Tze Chion (C)	128	Vera	63	Wakatake (J)	342	Wishart	62	
Tokitsukaze (J)	342	U		Venezia (I)	271	Wakelin	63	Witterington	61	
Tokiwai (J)	332	Uad Lucus (Sp)	439	Venger (F)	199	Veljak Rousseau (F)	177	Witte de With (N)	369	
Tolka (I)	159	Uad Martin (Sp)	439	Venomous	61	Wale (Sw)	448	Witwer	61	
Tolesetto Farmati (I)	294	Uad Muluya (Sp)	439	Venturous	63	Walker (U.S.)	62	Wolcott (U.S.)	512	
Tomotsuru (J)	343	Uad Quert (Sp)	439	Venus (F)	203	Walker (U.S.)	62	Wolf (G)	233	
Tonkinis (F.)	195	Uad Quert (Sp)	439	Vera Cruz (Mexican)	361	Wallace	58	Wolfhound	62	
Topazio (I)	291	Uah Quert (Sp)	439	Vesper	63	Walpole	62	Wolsey	62	
Tordenkjold (Nor)	381	Uah Quert (Sp)	439	Vespa	223	Walpole	62	Wolsey	62	
Torrado (F.)	194	Ualquino Vivaldi (I)	274	Verde (I)	301	Walrus	62	Zähringen (G)	238	
Torrefield (I)	289	Ualquino Vivaldi (I)	274	Verde (I)	301	Wandank (U.S.)	505	Zähringen (G)	238	
Torrild	65	Uhl (J)	553	Verdun (F)	191	Wanderer	63	Zaire (Port)	402	
Torn (Po)	394	Ullion (S)	435	Verdun (F)	191	Wando (U.S.)	505	Zame (U.S.)	491	
Toshima (J)	352	Ulven (Sw)	449	Vernon	84	War Afridi	87	Zapal (Rus)	422	
Touareg (F)	195	Umpqua (U.S.)	505	Veronica	77, 100	War Bahadur	87	Zara (I)	244	
Toul (F)	211	Unalga (U.S.)	510	Verity	61	War Bahadur	87	Zebu (Po)	295	
Tournaire (C)	216	Undaunted (U.S.)	491	Venzillo	63	War Bahadur	87	Zefiro (I)	457	
Toussaint (I)	352	Upsilon, Abel P. (U.S.)	508	Vestibisi (Fin)	157	War Brasilia	87	Zefiro (I)	291	
Tovarishtcharitem (Rus)	419, 421	Upshur, Abel P. (U.S.)	508	Vesper	63	War Diwan	87	Zelice (F)	219	
Tracey (U.S.)	491	Urasaka (J)	342	Vestal (U.S.)	503	War Hindoo	87	Zenson (I)	284	
Tramontane (F.)	194	Uranami (J)	339	Vestale (F.)	203	War Krishna	87	Zhelsenakov (Rus)	420	
Travis (U.S.)	512	Urano (I)	300	Vetehinen (Fin)	157	War Mehrat	87	Zieten (G.)	209	
Trifoli	..	Uritsky (Rus)	419	Veteran	61	Wright (U.S.)	500	Zimai (Belgian)	209	
	86	Uruguay (Uruguayan)	515	Vicente Fidel Lopez (A)	108	War Nawab	87	Zimai (Yugo-Slav)	522	
						War Nicam	87	Zmeja (Rus)	423	
						War Nizam	87	Zmeja (Yugo-Slav)	423	
						War Pindari	87	Znamya Sozialisma (Rus)	422	
						Wyoming (U.S.)	478			