

AWARDS CONTRACTS FOR 24 WARSHIPS

Navy Department Orders 11 From Private Plants and 13 From Government Yards.

TOTAL COST IS \$53,106,000

Work Will Start at Once on All but One—Plans Are Under Way for 19 More Vessels.

Special to THE NEW YORK TIMES.

WASHINGTON, Aug. 22.—Contracts for construction which will bring the navy to within seventy-eight vessels of the strength authorized under the London Naval Treaty were awarded today by Henry L. Roosevelt, Acting Secretary of the Navy. The contracts will put under way the 1934-35 program, calling for building twenty-four vessels.

Private shipyards will build eleven of the ships, at a total cost of \$53,106,000. Government yards are to construct the other thirteen vessels.

The navy is planning to recommend to Congress for the 1935-36 building program the construction of fourteen more destroyers and five submarines. This program may be increased if it is apparent next year that the fiscal condition of the government would justify heavier expenditures to bring the American navy more nearly up to the limitation set by the London treaty.

Bids of private builders exceeded the amounts paid for the last naval building, Colonel Roosevelt stated, due to the increased cost of materials and higher labor scales. The plans have nearly all been completed so that work can start, not only in private but in government yards, within a reasonable time.

This work, it is estimated, will give to the successful bidders and government yards employment for nearly two years and will aid the steel industry, which has been lagging behind in recovery.

The awards were made on the adjustment provision which calls for increased payments if labor and materials increase and for deduction to the government if these decrease.

The building of one light cruiser was allocated to the New York Shipbuilding Corporation of Camden, N. J., which has under construction the Brooklyn, a light cruiser, the destroyers Hull and Dale and the gunboat Erie. The Federal Shipbuilding and Drydock Company at Kearny, N. J., received the contract for two heavy destroyers.

Awards to Private Yards.

Awards to private companies were:

The Newport News Shipbuilding and Drydock Company, Newport News, Va.—One light cruiser (10,000 tons), \$11,650,000.

New York Shipbuilding Corporation, Camden, N. J.—One light cruiser (10,000 tons), \$11,975,000.

Federal Shipbuilding and Drydock Company, Kearny, N. J.—Two heavy destroyers (1,850 tons), \$3,946,000 each.

Bethlehem Shipbuilding Corporation, Quincy, Mass.—Two light destroyers (1,500 tons), \$3,784,000 each.

The United Shipbuilding and Drydock Company, New York—Two light destroyers (1,500 tons), \$3,430,000 each.

The Electric Boat Company, Groton, Conn.—Three submarines (about 1,300 tons each), \$2,387,000 each.

There were no awards to West Coast concerns, although several had submitted lower bids. Colonel Roosevelt explained that this was because no West Coast companies submitted bonds or satisfactory securities as required by law.

The construction of thirteen vessels by the Navy Department in government yards will be as follows:

Navy Yard, New York—One light cruiser.
Navy Yard, Philadelphia — One heavy cruiser.

Navy Yard, Portsmouth, N. H.—Two submarines.
Navy Yard, Boston—Two light destroyers.
Navy Yard, Puget Sound, Wash.—Two light destroyers.
Navy Yard, Norfolk—Three light destroyers.
Navy Yard, Mare Island, Calif.—One light destroyer and one submarine.

Private Yards Lose Destroyers.

The law called for the construction of half of the program by private builders. This could not be done since no single bids had been submitted for destroyers that came within the limit of cost. This gave thirteen vessels to navy yards.

With the exception of the heavy cruiser, building can be undertaken promptly. The London treaty provides that the keel of the heavy cruiser, which will be built in the Philadelphia Navy Yard, cannot be laid until Jan. 1, 1935. This will be the last of the eighteen cruisers of this type allowed to the United States under the treaty.

Awards and allocations in all cases were made in accord with contract plans prepared by the department, except in the case of the two destroyers awarded to the Bethlehem Shipbuilding Corporation, for which designs were prepared by that company. These designs offer certain improvements over previous destroyers.

Building in Private Yards.

Naval vessels now under construction in private yards are:

- Newport News Shipbuilding Company—Yorktown and Enterprise, aircraft carriers.
- Bethlehem Shipbuilding Corporation, Fore River, Mass.—Quincy (1933), Vincennes (1934), heavy cruisers; Phelps, Clark, Moffatt, Balch, destroyers.
- New York Shipbuilding Corporation, Camden, N. J.—Savannah, Nashville, light cruisers; Porter, Selfridge, McDougal, Winslow, destroyers.
- Bath Iron Works Corporation—Dewey, Drayton, Lamson, destroyers.
- United Drydocks, Inc.—Mahon, Cummings, destroyers.
- Federal Shipbuilding and Drydocks Company—Flusser, Reid, destroyers.
- Electric Boat Company—Shark, Tarpon, submarines.

Building in Navy Yards.

Ships under construction in navy yards are:

- Portsmouth, N. H.—Porpoise and Pike, submarines.
- Boston—MacDonough, Monaghan, Case, Conyngham, destroyers.
- New York—Brooklyn, light cruiser; Hull, Dale, destroyers; Erie, gunboat.
- Philadelphia—Philadelphia, light cruiser; Aylwin, Cassin, Shaw, destroyers.
- Norfolk—Tucker, Downes, destroyers.
- Charleston—Charleston, gunboat.
- Puget Sound—Worden, Cushing, Perkins, destroyers.
- Mare Island—Smith, Preston, destroyers.

Vessels still permitted under the treaty are:

One aircraft carrier, 14,500 tons; two light cruisers, 17,100 tons; fifty-one destroyers, 77,635 tons, and twenty-four submarines, 27,740 tons.