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Cleveland class light cruiser model

USS Cleveland merellä 1942 Luokan yleiskatsausNimi: Cleveland classRakentajat: New York Shipbuilding Corporation Newport News Laivanrakennus- ja kuivatelakayhtiö Bethlehem Steel Corporation, Fore River shipyard William Cramp & Sons Shipbuilding Company Operators: Yhdysvaltain laivastoPreceded by: St. Louis-luokan Atlanta-luokka Onnistui: Fargo-luokka Komissiossa: 1942–1979Onnettu: 52Täytetty: 27Voitettu: 3 (9 muutettu lentotukialuksiin, 13 tilattu uudelleen nimellä Fargo-luokka)Eläkkeellä: 27 Säälynnyt: 1 (muunnettu Galveston-luokan ohjusristeilijäksi) Yleiset ominaisuudet Tyyppi: Kevyt risteilijäPaikka: 11 744 pitkää tonnia (11,9 32 t) (vakio) 14 131 pitkää tonnia (14 358 t) (max) Pituus: 600 ft (180 m) wI 608 ft 4 in (185,42 m) oa Beam: 20,22 m (66 ft 4)Korkeus: 113 jalkaa (34 m)Luonnos: 25 ft 6 in (7,77 m) (7,6 m) (max) Asennettu teho : 4 × Babcock & Wilcox boilers 100,000 shp (75,000 kW) Propulsion : 4 × geared steam turbines 4 × screws Speed: 32.5 knots (60.2 km/h; 37.4 mph)Range: 8,640 nmi (16,000 km; 9,940 mi) at 15 knots (28 km/h; 17 mph)[1]Complement: 1,255 Total 70 officers 1,115 enlisted men Armament: Cleveland 1942: 4 × triple 6 in (150 mm)/47 6 × dual 5 in (130 mm)/38 caliber 12 × 40 mm (1.6 in) Bofors guns (2 × 4, 2 × 2) 20 × 20 mm (0.79 in) Oerlikon cannons Vicksburg 194 4/1945: 4 × triple 6 in (150 mm)/47 6 × dual 5 in (130 mm)/38 caliber 28 × 40 mm (1.6 in) Bofors guns (4 × × 4.6 × 2) 10 × 20 mm (0.79 inch) Oerlikon cannons Armor: Belt: 3.25-5 in(83-127 mm) Deck : 2 inches (51 mm) Bulkheads : 5 inches (130 mm) Cannons Face: 6.50 inches (165 mm) Cannons Roof: 3 inches (76 mm) Cannons Sides: 3 inches (76 mm) Cannons Rear: 1.5 inches (38 mm) Barbettes: 6 inches (150 mm) Conning tower: 2.25-5 inches (57-127 mm) Aircraft carried: 4 × floatplanesAviation facilities: 2 × stern catapultsNotes: Dimensions on feet from Jane's American Fighting ships in 1991. Cleveland class was a group of light cruisers built in the United States. Navy during World War II, and were among the most numerous categories of light cruisers of all time. Development The Cleveland class was the development of a previous Brooklyn-class cruiser. The ships were designed to improve the travel area, anti-aircraft weaponisation, torpedo protection, etc., compared to previous US cruisers. [2] Technical drawing of a Cleveland-class cruiser. After the London Naval Agreement of 1930, the US Navy became interested again in a light cruiser armed with a 6-0 rifle, partly due to the navy bitterly complaining about the slow fire rate of 8 weapons.[3] 3 shots per minute compared to 10 rounds per minute reached with 6 cannons. At that time, the US Navy began using drones as targets for anti-aircraft targets, which could simulate both diving and torpedo bombers. The results were dismaying for the Navy, as showed that without firefighting instructors and computers, navy ships would be almost helpless against the frequency of air raids they imagined would bring to the coming war. Mechanical computers alone could weigh up to 10 tons and had to be kept under the covers for both printing and protection procedures. [4] As the Second World War had to prove, pre-war assumptions were optimistic. Eventually, each aircraft defence weapon ship over 20 mm would switch to remote power and aim for related firefighting and radar. [5] As planned, the Cleveland class was already a strict model, but requests to widen the ship rejected because it would affect productions. [6] In order to accommodate the new heavier firefighting and radar systems in the tonnage reserved for the cruiser, turret No 3 was omitted. This also gave way to the expansion of the bridge spaces to accommodate the new combat information centre and the necessary radar, as well as enough to accommodate an additional pair of 5/38 double fastenings located at the outer and rear end of the superstructure and providing wider brimlines. Despite the loss of three 6-inch guns compared to brooklyn and St. Louis-class cruisers, the new, more advanced firefighting gave Cleveland-class ships a firepower advantage in practical use. However, the increase in light anti-aircraft cannon made the class a top box towards the end of The Second World War. To compensate for the weight gain, one catapult and rangefinders from the No. 1 tower were removed from some ships. [7] The top weight issues would be afflicting the category and each addition of equipment should be carefully weighed according to what should be removed. The installation of the fighter control radar required, for example, the removal of 20 mm operating rooms. [8] Subclasses 52 of this class were originally designed, but nine of them were completed as Independence-class light aircraft carriers, and two of them were completed in a slightly different model with more compact superstructures and only one stack. These two were called the Fargo class. Of the 27 Cleveland-class cruisers ordered, one (Galveston) was completed as a missile cruiser and five were later converted into Galveston and Providence-class missile cruisers. Two of each class of missile cruisers had expanded the superstructures into a flagship. At that time, under the designation agreement, all ships completed as cruise ships were named after U.S. cities. [9] Service Cleveland-class cruisers served primarily in the Pacific Fleet during World War II, especially the Fast Carrier Task Force, but some of them served on the coasts of Europe and Africa in the U.S. Atlantic Fleet. All these night of war, although they worked hard and were damaged in some cases, survived the war. All this, originally decommissioned by 1950, with the exception of Manchester, which was in service until 1956, but six of them were later completed or converted into missile cruisers and served until the 1970s. The Clevelands suffered from growing stability problems with the addition of anti-aircraft weapons and additional radar during the war. No one was allowed into the Korean War again because they needed a crew almost as large as baltimore-class ships, and these ships were reactivated instead. All uncoated vessel was sold from the reserve fleet for scrapping from 1959 onwards. The six, completed or converted into guided missile cruisers, were reactivated in the 1950s and then served in the 1970s. Everyone, especially talos armed vessels, suffers from stability problems greater than original design due to additional radar equipment and peak weight. This problem was particularly serious in Galveston, which led to its premature decommissioning in 1970. Oklahoma City and Little Rock had to have a large amount of ballast and internal restructuring to continue maintenance until the 1970s. [10] The last of these guided-missile ships, Oklahoma City, was decommissioned in December 1979. Preserved ships Only one Cleveland-class ship remains. Little Rock, which was redesigned in 1960 and renamed the Galveston-class missile light cruiser CLG-4 (later CG-4), is now a museum ship in Buffalo and Erie County Naval & Military Park in Buffalo, New York alongside Fletcher-class destroyer The Sullivans and Gato-class submarine Croaker. [11] Vessels in category Name of vessel Hull No. Builder set to launch Recommissioned Decommissioned Fate Cleveland CL-55 New York Shipbuilding Corporation, Camden, New Jersey 1 July 1940 1 Nov 1941 15 June 1942 7 February 1947 Struck 1 March 1959; Sold for scrap, 18.2.1960 Columbia CL-56 18.8.1940 17.12.1941 29.7.1942 30.11.1946 Struck 1.3.1959; Sold for scrap on 18 February 1959 Montpelier CL-57 on 2 December 1940, 12 February 1942, 9 September 1942, 24 January 1947, struck 1.3.1959; Sold for scrap, January 22, 1960 Denver CL-58 December 26, 1940 April 4, 1942 October 15, 1942 February 7, 1947 Struck March 1, 1959; Sold for scrap, 4.2.1960 Amsterdam CL-59 1.5.1941 N/A Rearranged as light aircraft carrier USS Independence (CVL-22) Santa Fe CL-6 0 7.6.1941 10.6.1942 24.11.1942 29.10.1946 Struck on 1.3.1959; Sold for scrap, 9.11.1959 Tallahassee CL-61 2.6.1941 N/A Rearranged light aircraft carrierUSS Princeton (CVL-23) Birmingham CL-62 Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia February 17, 1941 March 20, 1942 January 29, 1943 January 2, 1947 Struck March 1, 1959; Sold for scrap, 12.11.1959 Mobile CL-63 14.4.1941 15.5.1942 24.3.1943 9.5.1947 Struck 1.3.1959; Sold for scrap, 16 1959 Vincennes(ex-Flint) CL-64 Bethlehem Steel Corporation, Fore River Shipyard, Quincy, Massachusetts 7.3.1942 17.7.1943 21.1.1944 10.9.1946 Iskettin 1.4.1966; Uponnut tavoitteeksi, 28.10.1969 Pasadena CL-65 6 helnikuuta 1943 28.12.1943 8.6.1944 12.1.1950 Isketty 1.12.1970; Myyty romuksi, 5.7.1972 Springfield CL-66 13.2.1943 9.3.1944 9.9.1944 30.9.1949 Struck 31.7.1980; Myyty romuksi, 11.3.1980 CLG-7 2.7.1960 15.5.1974 Topeka CL-67 21.4.1943 19.8.1944 23.12.1944 18.6.1949 Struck 1.12.1973; Myyty romuksi, 20.3.1975 CLG-8 26.3.1960 5.6.1969 New Haven CL-76 New York Shipbuilding Corporation, Camden, New Jersey 11.8.1941 N/A Uudelleenjärjestetty kevyeksi lentotukialuksenaUSS Belleau Wood (CVL-24) Huntington CL-77 17.11.1941 1941 Uudelleen sovittu kevyeksi lentotukialuksenaUSS Cowpens (CVL-25) Dayton CL-78 29 Joulukuuta 1941 tilattu uudelleen kevyeksi lentotukialukseksiUSS Monterey (CVL-26) Wilmington CL-79 16.3.1942 Uudelleen tilattuna kevyen lentotukialuksenaUSS Cabot (CVL-28) Biloxi CL-80 Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia 9.7.1941 23.2.1943 31.8.1943 29.8.1946 Isketty 1.12.1961; Myyty romuksi, 5.3.1962 Houston (ex-Vicksburg) CL-81 4.8.1941 19.6.1943 20.12.1943 15.12.1947 Struck 1.3.1959; Myyty romuksi, 1.6.1961 Providence CL-82 Bethlehem Steel Corporation, Fore River Shipyard, Quincy, Massachusetts 27.7.1943 28.12.1944 15.5.1945 14.6.1949 Struck 30.9.1978; Myyty romuksi, 15.7.1980 CLG-6 17.9.1959 31.8.1973 Manchester CL-83 25.9.1944 5.3.1946 29.10.1946 27.6.1956 Struck 1.4.1960; Myyty romuksi, 31.10.1961 Buffalo CL-84 Federal Shipbuilding and Drydock Company, Kearny, New Jersey N/A N/A Cancelled, 16.12.1940 Fargo CL-85 New York Shipbuilding Corporation, Camden, New Jersey 11.4.1942 Uudelleen tilattu kevyeksi lentotukialukseksiUSS Langley (CVL-27) Vicksburg(ex-Cheyenne) CL-86 Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia 26.10.1942 14.12.1943 12.6.1944 30.6.1947 Iski 1.10.1962; Myyty romuksi, 25.8.1964 Duluth CL-87 9.11.1942 13.1.1944 18.9.1944 25.6.1949 Struck 1.1.1960; Myyty romuksi, 14. marraskuuta 1960 Newark CL-88 Federal Shipbuilding and Drydock Company, Kearny, New Jersey N/A Peruttu 16.12.1940 Miami CL-89 William Cramp & Sons Shipbuilding Company, Philadelphia, Pennsylvania 2.8.1941 8.12.1942 28.12.1943 30.6.1947 Iski 1.9.1961; Myyty romuksi, 20.7.1962 Astoria (ex-Wilkes-Barre) CL-90 6.9.1941 6.3.1943 17.5.1944 1.7.1949 Struck 1.11.1969; Myyty romuksi 12.1.1971 Oklahoma City CL-91 8.12.1942 20.2.1944 22 1944 30.6.1947 Struck 15 December 1979; Sunken target, 25.3.1999 CLG-5 7.9.1960 15.12.1979 Little Rock CL-92 6.3 1943 27.8.1944 17.6.1945 24.6.1949 Struck on 22.11.1976; Donated to Buffalo and Erie County Naval & For Military Park as a museum ship 1.6.1977 CLG- 4 3.6.1960 22.11.1976 Galveston CL-93 20.2.1944 22.4.1945 28.5.1958 Hit 21.12.1973; Sold for scrap, 16 May 1975 CLG-3 Youngstown CL-94 4.9.1944 N/A Contract cancelled, 12.8.1945 Buffalo CL-99 New York Shipbuilding Corporation, Camden, New Jersey August 31, 1942 Reassignment as Light Aircraft CarrierUSS Bataan (CVL-29) Newark CL-100 26 30) Amsterdam CL-101 Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia 3.3.1943 25.4.1944 8.1.1945 30.6.1947 Struck 2.1.1971; Sold for scrap, 11.2.1972 Portsmouth CL-102 28.6.1943 20.9.1944 25.6.1945 15.6.1949 Struck 15.1.1971; Sold for scrap, 26.2.1974 Wilkes-Barre CL-103 New York Shipbuilding Corporation, Camden, New Jersey 14.12.1942 24.12.1943 1.7.1944 9.10.1947 Struck 15 Jan 1971; Sunk for Testing, 13.5.1972 Atlanta CL-104 25 Jan 1943 6 February 1944 3.12.1944 1.7.1949 Struck 1.10.1962; Sunk for testing, 1 October 1970 Dayton CL-105 8 March 1943 19 March 1944 7 January 1945 1 March 1949 Struck 1 September 1961; Sold for scrap, 6.4.1962 References ^ Norman Friedman, U.S. Cruisers, An Illustrated Design History p. 479. 1984 ISBN 978-0-87021-718-0 ^ Norman Friedman, U.S. Cruisers, Illustrated Design History 1984 ISBN 978-0-87021-718-0 ^ U.S. Cruisers: Illustrated History Friedman, Norman pg 270 ^ Navy Anti-Aircraft Guns and Gunnery loc 3772 - 3792 ^ US Cruisers: An Illustrated History Friedman, Norman pg 259-265 ^ US Cruisers: An Illustrated History Friedman, Norman pg 259-265 ^ Stefan Terzibaschitsch: Kreuzer der U.S. Navy. 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