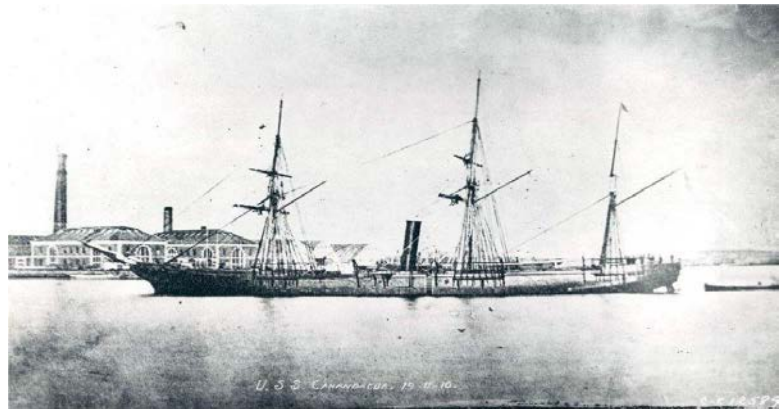


American Naval Fighting Ships: the "Canandaigua"

There have been more U. S. Navy ships named "Canandaigua" than many readers are aware of. The use of our community's namesake spans from the Civil War to the post WWII era. In 1981, Dr. Marvin Rapp, past Ontario County Historian, wrote a very descriptive article on the history of the first to be named such as described below and published by this newspaper. The following is taken from the US Navy Department's "Dictionary of American Naval Fighting Ships", Volume II – 1963, Navy Department, Office of the Chief of Naval Operations, Naval History Division – Washington, D.C.

Canandaigua - #1



USS *Canandaigua* (1862) was a sloop-of-war displacing 1395 tons, with a steam engine screw; was acquired by the U.S. Navy during the second year of the American Civil War; launched 28 March 1862 by the Boston Navy Yard; and commissioned 1 August 1862, Commander J. F. Green in command. With her heavy guns (three of them rifled) and speed of 10 knots (12 MPH), she was an ideal and successful gunboat in the Union blockade of the Confederate States of America

Canandaigua reported to the South Atlantic Blockading Squadron off Charleston, S.C., 28 August 1862, adding to the power to isolate the Confederacy from overseas supplies. Off Charleston on 15 May 1863 *Canandaigua* took the sloop *Secesh*; later destroying another blockade runner, and aided in the capture of a schooner and a steamer in the same area.

In addition to blockading, *Canandaigua* cooperated with Army forces taking part in the long series of attacks on positions in Charleston harbor during 1863 and 1864. On 17 February 1864 she rescued 150 of the crew of the *Housatonic* when that ship fell victim to the historic attack of the Confederate submarine *H. L. Hunley*.

Canandaigua sailed for the Boston Navy Yard 26 March 1865, and was decommissioned there 8 April 1865. Recommissioned 22 November 1865, *Canandaigua* cruised on the European station until February 1869, when she began 3 years of repairs at New York Navy Yard. She was renamed *Detroit* 15 May 1869, but returned to her original name 10 August 1869.

Her last cruise, 1872 – 1875, was in the West Indies and Gulf of Mexico with the North Atlantic Stations's detachment there. Out of commission at Norfolk Navy Yard after 8 November 1875, she was broken up in 1884.

Author's note – Type: Sloop-of-war; Length: 228 feet; Beam: 38ft 5in.; Propulsion: Sail, with steam engine screw; Speed: 10 knots, 12 mph, 19km/h; Armament: 2 x 11 in smoothbore guns, 8 x 9 in smoothbore guns, 3 x 20 pounder muzzle-loading rifles. According to Dr. Rapp "Commissioned during the Civil War, the Navy had named her in honor of Rear Admiral James Hooker Strong, who was born in Canandaigua April 26, 1814.

Canandaigua - #2



The second *Canandaigua* (No 1694), was built in 1901 by Newport News Dry Dock Corp., Newport News, Va., as *El Siglo*; transferred from the Shipping Board on November 23, 1917; fitted out as a minelayer by Morse Dry Dock and Repair Co.,

Brooklyn N.Y.; and commissioned 2 March 1918, Commander William H. Reynolds in command.

Gun platforms were added for two anti-aircraft guns forward and a 5 inch / 51 caliber gun aft. The minelaying conversion enabled her to carry mines on three decks, and included six Otis elevators individually capable of transferring two mines every 20 seconds from the storage decks to the launching deck. Stern ports were cut for launching the mines and the rudder quadrant was raised to give adequate clearance.

Assigned to Mine Squadron 1, Mine Force, the *Canandaigua* sailed from Newport, R.I., 12 May 1918 and arrived at Inverness Firth, Scotland, 2 weeks later. Participating in the laying of the gigantic North Sea Mine Barrage, she made 13 runs from Inverness, handling her hazardous duty with the precision and care required for a successful mine plant.

Following the signing of the Armistice, *Canandaigua* sailed for conversion to a troop transport at Boston Navy Yard, and on 11 March 1919 was assigned to the Cruiser and Transport Force. Between 8 April and 26 August, she made four voyages to France, returning some 4800 servicemen. *Canandaigua* was decommissioned at New York 22 September 1919 and returned to the Shipping Board the same day. She was scrapped in 1934

Author's note – Type: Minelayer (in 1918); Length: 405 feet; Beam: 48 ft.; Speed: 15 knots; Armament: 1 x 5 inch/ 51 caliber gun, 2 x 3 in/ 23 caliber guns.

Canandaigua - #3 (No pictures available)

USS *Canandaigua* (IX-233), an unclassified miscellaneous vessel, was the third ship of the United States Navy to be named for Canandaigua. She was acquired by the Navy 20 September 1945 and placed in service. She sank 22 November but was raised and placed out of service at New London, Connecticut, on 5 January 1946. She was sold there on October 31, 1946.

The IX (unclassified–miscellaneous) hull classification symbol is used for commissioned ships of the United States Navy that do not fit into one of the standard categories. Such designations usually occur during periods of sudden mobilization, such as that which occurred prior to, and during, [World War II](#) or the [Korean War](#), when it was determined that a sudden temporary need arose for a ship for which there was no official Navy designation. While most of the vessels in this category were unnamed barges and floating shipyard equipment, it also includes retired battleships, training equipment and simulators, and experimental vessels.

Canandaigua - #4



The PC-461 class were a class of 343 submarine chasers built mainly for the US Navy and built from 1941-1944.

This *Canandaigua* (#4) was laid down on May 3, 1943 by the Nashville Bridge Co., Nashville, TN; she was launched July 3, 1943 and commissioned *USS PC-1246* on 29 November 29, 1943 at New Orleans, LA. However she was placed out of commission, in reserve in January 1947 at Green Cove Springs, FL. She was then named *Canandaigua* February 15, 1956, but within a year, she was struck from the Navy Register on February 1, 1957 and sold for scrap.

Specifications: Displacement 450 t.; Length 173' 8"; Beam 23'; Draft 10' 10"; Speed 20.2 kts.; Complement 65; Armament one 3"/50 dual purpose mount, one 40mm gun, five 20mm guns, two depth charge projectors, two depth charge tracks, two rocket launchers; Propulsion two 2,880bhp General Motors 16-278A diesel engines (Serial Number 14233 and 14238), Farrel-Birmingham single reduction gear, 2 shafts.

Following the end of World War II, many PC-461 class ships were placed into reserve squadrons or brought out of active service. Many more however were furnished to American allies around the world, most notably the Republic of Korea for use as Patrol Boats.

It is apparent that all four "*Canandaigua's*", despite a common name, each had very individualistic designs and purposes.