

NY Sun Sept 19/15 192

"Floating Plattsburg" Plan to Be Made Nucleus of Big Reserve Force of Sea Fighters

By Commander ROBERT KYLE CRANK, U. S. N.

MANY to whom appeal has been made, directly or through advertisements, to enroll for the summer training cruise for civilians have asked themselves or the navy recruiting officers: "Why should I go? Shall I, after four weeks of training on board ship, be of any more potential usefulness to the Government, in the eventuality of war, than if I had not gone?" Others who have about decided to enroll for the cruise ask: "What sort of life shall I lead on board? What may I expect?"

To the first question, "Why should I go?" this answer may be given: "That you may gain, at first hand, such information concerning the many varied departments and phases of active naval service, and the character and scope of the training required to make a good man-of-war's man, as will enable you to understand and to make others understand the nature and the needs of the navy." The lack of this knowledge is responsible for the loose reasoning and looser talking about questions of national defense which are so widespread in certain parts of the United States.

To the question as to your increased potential usefulness, the answer is: "As a practical man-of-war's man, no, for you cannot be made into such in four weeks; as a citizen with a rudimentary grounding from which to develop into a really useful reservist, yes." The spirit must be one of service, "What can I put into it?" rather than "What do I get out of it?"

The vast scale on which modern war is waged demands participation in some degree on the part of every citizen. An intelligent understanding of the tasks of the navy would surely enable a man to do his bit more effectively, whether he ever went near

a ship again or not. In any event a man who takes this cruise will be able to decide as to the capacity in which he could best serve the navy and then try to develop himself for such particular service as his talents and inclination have indicated.

To the question, "What sort of life shall I lead on board ship?" the answer is: "Not the kind of life which, in all probability, you have conceived in your mind's eye." It should be remembered that a man-of-war is built primarily for fighting and that every consideration of design is governed by fighting efficiency; living arrangements and comfort are the best that can be had in conformity with the requirements of fighting efficiency. Palm gardens and Ritz-Carlton cafe rooms are not possible on board.

There is not room for valets and chamber maids. Only limited quantities of fresh food can be carried. Only limited quantities of fresh water for washing can be used. Much of the work on board is a bit dirty. The necessary equipment for fighting and manœuvring the ship takes up most of the space in the ship. Large numbers of men must be quartered in rather limited space.

All of this spells comparative discomfort until one becomes accustomed and accommodates oneself to it. Thousands of men live happily and in perfect health on board ship. A real man need not tremble at the prospect of four weeks aboard ship.

After a few days of hard work the food which seemed rather unpalatable at first will be found to be surprisingly good. The turning out at 5 in the morning, the scrubbing of decks and clothing, the night watches and many other "hardships" will be found to have been more awesome in prospect than they were in reality, and they will be remembered with pleasure, for the associations and experiences of the cruise will furnish many a man with many a pleasant reminiscence.

The man who goes with the proper spirit, with the expectation of finding some discomfort and inconvenience but with the will to ignore non-essentials will have a unique and enlightening experience and will not regret the small sacrifice involved.

male relative. Midshipman Laub was born in York, Pa., appointed midshipman October 1, 1809, and served under Commodore Perry. He was wounded in the battle of Lake Erie September 10, 1813, and carried below, where he was killed instantly by a shot which crashed through the cockpit.

The *McLanahan*, named in memory of Passed Midshipman Tenant McLanahan.

He was born in Louisiana; appointed a midshipman December 12, 1839; passed midshipman July 2, 1845. Midshipman McLanahan served on the sloops of war *Preble* in the Mediterranean Squadron and on various ships in the Brazil, African, and East Indian Squadrons from 1840 to 1845. While serving on the *Cyanic* he was one of the party besieged with Lieut. Heywood. He was killed by a rifle shot in the neck. Capt. Du Pont in his report mentioned McLanahan as "gallant, unflinching, and devoted."

The *Edwards*, named in memory of Midshipman W. F. Edwards, a native of Petersburg, Va. He was appointed a midshipman September 1, 1811. In 1813, while attached to the *Argus*, he was killed in action with the *Pelican*.

The *Ballard*, named in memory of Midshipman Edward J. Ballard, who was appointed midshipman February 24, 1809, and lieutenant June 2, 1813. He took part in the battle of Lake Erie September 10, 1813, and was wounded. He was killed in action on June 1, 1813, aboard the *Chesapeake* while in action with the British ship *Shannon*.

Killed in Naval Action.

The *Babbitt*, named in memory of Lieut. Fitz Henry Babbitt, who was killed in action between the British ships of war *Endymion* and *Pomona* and the U. S. S. *Adams* on January 15, 1815. He was appointed a midshipman April 2, 1804, and promoted to lieutenant June 5, 1810; served on the *Nautilus* from February 19, 1812, to November 29, 1812, and on the *Adams* from November 30, 1812, to April 6, 1813.

The *Claxton*, named in memory of Midshipman Thomas Claxton, to whose nearest male relative Congress awarded a sword and commended his name "to the recollection and affection of a grateful country and his conduct as an example to future generations." Midshipman Claxton was born in Baltimore, Md., and appointed midshipman December 17, 1810. He died of wounds received on board the *Lawrence* early in the battle of Lake Erie, in which he displayed great gallantry.

The *Hamilton*, named in memory of Lieut. Archibald Hamilton. He was appointed a midshipman May 18, 1809; acting lieutenant December 21, 1812; lieutenant July 24, 1813. Hamilton served gallantly in the engagement and capture of the H. B. M. S. *Macedonian*. He was chosen to bear the flags of capture on that occasion to the Navy Department. The officer was killed January 15, 1815, on board the *President* in the action between that vessel and the British ships of war *Endymion* and *Pomona*.

Died Aboard the Constitution.

The *Bush*, named in memory of First Lieut. William S. Bush, United States Marine Corps, of whom Capt. Hull, commanding the *Constitution*, said in his report to the Secretary of the

Navy, "In him our country has lost a valuable and brave officer." Lieut. Bush was appointed a second lieutenant in the United States Marine Corps in July, 1813; promoted to first lieutenant March 4, 1811. He served during the War of 1812 and lost his life August 19, 1812, while aboard the *Constitution* during its engagement with the British frigate *Guerrier*.

The *Hopewell*, named in memory of Midshipman Pollard Hopewell, who was appointed a midshipman June 4, 1812, served on the *Chesapeake*, and was killed in action June 1, 1813, when that vessel engaged the British frigate *Shannon*.

Died in Lake Erie Battle.

The *Brooks*, named in memory of Lieut. John Brooks, jr., United States Marine Corps, who was killed in the engagement between the American and British fleets on Lake Erie, September 10, 1813. He was appointed a second lieutenant October 1, 1807, promoted to first lieutenant January 30, 1809, and served at various stations of the Marine Corps. He was the commanding officer of the Marine guard aboard the *Lawrence* during the War of 1812.

The *Delphy*, named in honor of Midshipman Richard Delphy, who was killed in the fight between the U. S. S. *Argus* and the British ship *Pelican* in August, 1813. He was appointed a midshipman May 18, 1809, and served on the *United States* and also took part in the engagement with the *Macedonian* in October, 1812.

FOURTEEN NEW U. S. DESTROYERS NAMED IN HONOR OF AMERICAN NAVAL HEROES

Sinking of the Maine Is Recalled in the "Anthony"—Others Are for Men Who Fought with Commodore Perry

The Committee on Public Information issues the following:

Secretary Daniels has announced the following names for torpedo boat destroyers under construction:

The *Anthony*, named in memory of Sergt. Maj. William Anthony, United States Marine Corps, whose soldierly conduct on the occasion of the sinking of the U. S. S. *Maine* in Havana Harbor caused the commanding officer, Capt. C. D. Sigbee, to recommend to the Secretary of the Navy that he be made a sergeant.

Capt. Sigbee's Commendation.

In commenting on Anthony's conduct, Capt. Sigbee wrote:

"At the time of the explosion I was in the captain's cabin of the *Maine*, which was filled with smoke and in intense darkness. On leaving the cabin I was met near the forward door by Pvt. Anthony, who was coming into the cabin to fulfill, on that dangerous occasion, the precise duties of his position by notifying me of the explosion. He ran against me in the darkness and apologized hastily, then reported to me that the ship had been blown up and was sinking. The splendid feature in the case of this service performed by Pvt. Anthony is that, on an occasion when a man's instinct would

lead him to seek safety outside the ship, he started into the superstructure and toward the cabin, irrespective of the danger."

Sergt. Maj. Anthony was born in Albany, N. Y.; enlisted in the Marine Corps February 1, 1875, and with short intervals between reenlistments served almost continuously until January 25, 1899.

Killed in the Sabine Pass.

The *McDermot*, named in memory of Lieut. Commander David A. McDermot, a native of New York. He was appointed a midshipman November 8, 1841; passed midshipman, August 10, 1847; master, March 1, 1855; lieutenant, September 14, 1855, and lieutenant commander, July 16, 1862. During the Civil War Commander McDermot served in the receiving ship at New York until May 31, 1861, when he went to the U. S. S. *Potomac* and later to the *Marion*. He was in command of the *Cayuga* from December 2, 1862, until killed in the Sabine Pass on April 18, 1863.

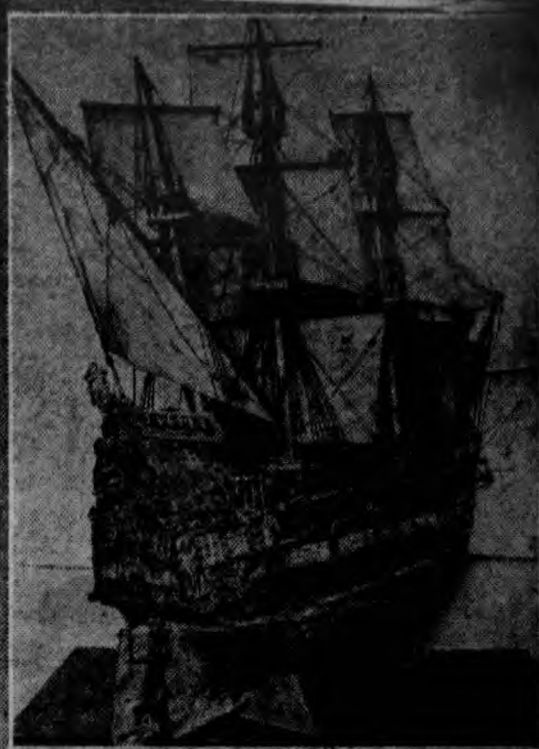
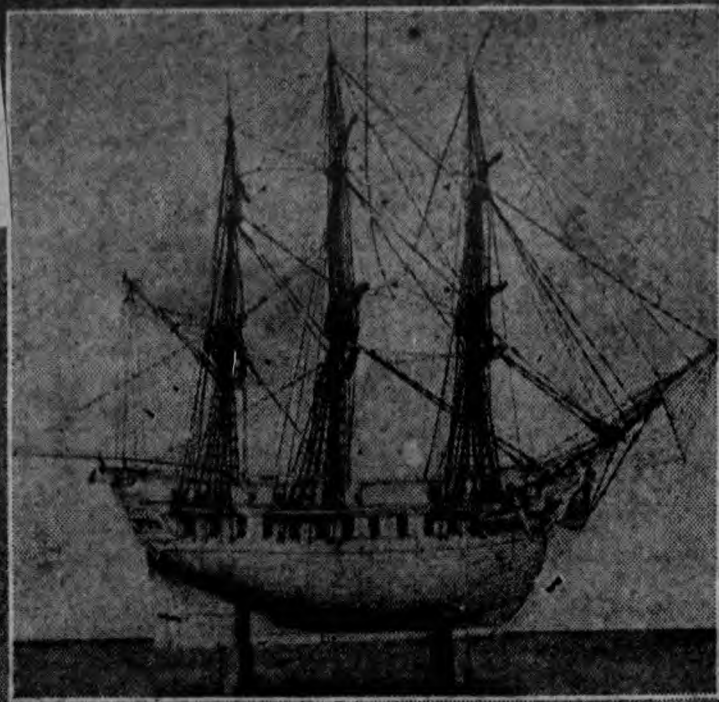
The *Laub*, named in memory of Midshipman Henry Laub, at whose death in action Congress expressed deep regret, commended his gallantry, and ordered that a sword be presented to his nearest

N. Y. Post Jan 10/20

193

SHIPMODELLERS' ART REVIVED

At the left, Dutch votive vessel. Ancient seamen gave such models to churches as a thank-offering.



Ship model in bone, the only material available in prison camps

There is no music that man has heard
Like the voice of the minstrel sea,
Whose major and minor chords are fraught
With infinite mystery—
For the sea is a harp, and the winds of God
Play over his rhythmic breast,
And bear on the sweep of their mighty wings
The song of a vast unrest.

THUS sang the American poet William Hamilton Hayne, who spent most of his life in an inland village. The lure of the deep is by no means confined to those "that go down to the sea in ships, that do business in great waters." Was there ever a normal boy who did not love toy-ships, or a youngster with any knack of whittling who did not at least attempt to carve out his diminutive sail-boat? Many such, grown to man's estate, have still found the shaping and building of miniature ship models a fascinating pastime or the collecting of such models built by other hands an engrossing hobby.

Within the last few years there has been a noteworthy increase of interest in this rather curious hobby of collecting ship models, and particularly since the Great War ended the demand for them, both here in America and in England and France also, has grown with astonishing rapidity. And this increasing demand, besides sending prices soaring, has turned the attention of certain artists and artisans to the possibilities of a new vocation in this revived craft. Indeed, if the demand holds (as it gives promise of holding) and prices continue their present upward climb, the artist whose love of the sea and of ships has hitherto found expression in pictures of them may find greater profit (as well as the possibility of equal enjoyment) in turning artisan and fashioning ship models.

If any one is skeptical about the revival of interest in this "very honorable and ancient artcraft" let him visit the first annual exhibition of ship models by contemporary masters, now being held at the galleries of Max Williams, 538 Madison Avenue. The miniature vessels attract a steady stream of visitors, and there is little doubt that similar exhibitions will be held in New York from time to time.

Why do men collect ship models? Well, primarily, of course, because of their lure as objects of beauty, or interest, or novelty, these little ships appeal to certain men, just as paintings, or color prints, or old porcelain, or china, or bits of jewelry, or old furniture, or first editions appeal to other men and women. And it is coming to be recognized more and more widely that the miniature ship, if well made and properly proportioned and truthfully rigged, may be such a combination of craftsmanship and skill as constitutes a delightful work of art and may possess also an element of romance and decorative qualities of a high order of merit.

So, while the born collector collects his ships for sheer love of them and the pride of possession many another man acquires them for use as decorations in the home, the office, or the clubhouse. Fitted with

of the Napoleonic Wars

its cradle or stand, a good ship model, full rigged and with all sails spread, placed on the top of a bookcase, secretary, wall cabinet or highboy, or on a conveniently placed side table, or even on a mantel, will usually dominate the scheme of decoration of any room containing it. Some collectors hang their ship models by chains or wires from the ceiling, as was done in the churches of old with the votive ships; and perhaps the most advantageous way of all for displaying a handsome model is to hang it in an open stair well, where it can be seen and examined from below and from above as well as from a level stand. It cannot be denied that when shown in this way the miniature vessel appears to have a more living charm and a more distinctive individuality than when fixed in a rigid cradle.

Mention of votive ships reminds one that these little ships have their lore, as well as their allure. Probably in the very dawn of history, almost certainly as many years ago as the time when the "Sea Kings" of Crete ventured across the Mediterranean to fight or trade with the Egyptians, some sailor would place in the Sea God's shrine a little model of his ship as a votive offering, either of thanksgiving for escape from shipwreck and drowning or of supplication to be saved from mishap on the next voyage. The practice has been followed to some extent in almost every nation which, through the ages has dominated the sea: Egypt, Greece, Rome, Spain, Holland, England.

As the art of shipbuilding advanced, through the long, slow centuries, these votive ships gradually became more elaborate, more beautiful, more picturesque. Even to the middle of the nineteenth century the custom continued in certain parts of Europe, and at the altars and shrines of many cathedrals and other churches these beautifully wrought diminutive ships were hung up among the arches, adding curious but most effectively picturesque touches to the decoration of the churches thus adorned. Most of the little ships from those old churches have long since been sold by the priests or caretakers to dealers, curio collectors, travellers and the like; and some of them have found their way into modern collections of ship models, where they are often the most highly prized items.

Perhaps the most curious and most interesting development in the history of miniature shipbuilding came at about the period, roughly speaking, of the Napoleonic Wars. From about 1789 for many years the naval prisons of England, France and other European countries were filled with captured seamen. For most of these unfortunates time hung heavy on their hands, and many sorts of handicraft were resorted to by those with skilful fingers.

Many of the prisoners, in both English and French prisons, became adept in the fashioning of miniature ships out of beef bones. To start such a little ship the prisoner at first accumulated the bones from meat which he received from time to time as part of his food ration, a bone large enough for a mast or spar sometimes being obtained only after many months of

patient waiting. These bones were cut and polished into shape, and little by little were riveted into place to form the complete vessel. It has been estimated that some of these little ships of bone required fully three years to build. Some of them are strikingly beautiful and also surprisingly accurate reproductions in miniature of the sailing "ships-of-the-line" with which naval warfare was waged before the advent of steam in navigation.

As the art of the bone ship developed among the prisoners of war it came to be

the custom of a whole group of prisoners to save and hoard materials for the most skilful member of the group, thus enabling him to work more expeditiously and increase his output. Then when his work was sold the proceeds would be divided up among the group whose members had helped him by their contributions. A fine bone ship is the most prized possession of many a modern collector of little ships.

The great sea Powers of the seventeenth and eighteenth centuries were in the habit of building elaborate and most careful models of their ships of war, usually from the original plans, and built exactly to scale. These no doubt were in a way experimental; and this practice is still followed by the naval Powers of to-day. It may be pointed out in passing that these little ships, built to scale from the designers' original plans, are in point of fact practically the only true "models," in the sense of patterns, most other so-called ship models being reproductions in miniature of vessels already in existence. Very few of them indeed having any pretence of being built to scale, as your exact "model" should be built. It is seldom that a collector is so fortunate as to come upon a genuine old Government model, but quantities of them are to be seen in the museums of the Old World, notably in the Musée de Marine of the Louvre, in Paris; in the Royal Naval College at Greenwich, in the Victoria and Albert Museum, London, and in the Rijks Museum at Amsterdam.

There are, however, still extant in considerable numbers fairly accurate models of the old merchant ships of the early nineteenth century. For the first three decades of that century, at least, several of the marine insurance companies, both in Europe and in America, made it a practice, before insuring a merchant vessel, to demand of its owner a miniature model of his ship. It was in that period and by reason of that demand that many of the finest square-rigged models were built. These were fitted into cradles or stands and placed on bookcases, tables or shelves in many of the insurance and shipping offices here and abroad.

In a class by themselves belong the little ships that were the tokens of voyages of the "old salt," each representing many months of patient and painstaking work while on the long cruise around the Horn or to the Orient Seas and back again—the industrious sailor whittling out of wood and carefully rigging an exact counterpart in miniature of the vessel of whose crew he was a member. In most instances these

Continued from next page

and sailors succeeded wonderfully well in reproducing deck fittings and all the upper rigging of their ships, but most of them did not understand or could not reproduce the hulls below the waterline, and so to the expert in such knowledge their beautiful little ships appear a bit top-heavy or over-rigged.

Finally, in the evolution of the miniature ship came the artist-collector and the artisan who builds for the collector. There are several men in each of these categories in New York to-day, but beyond doubt the one whose name should lead all the rest is Irving R. Wiles, American painter, who is largely responsible for the awakening of interest hereabouts in "little ships," as he is fond of calling his ship models. Mr. Wiles says that he was born with a love of ships, and from his early boyhood he has tried his hand at fashioning diminutive vessels. His father before him was an artist and had a studio in New York, and so the son was brought up here and as a boy haunted the city's waterfront to study and admire the old square-riggers and other sailing ships that now have all but passed away. He often visited the Navy Yard in Brooklyn, also, to see the Government models (since transferred to Annapolis). In the Boston Navy Yard he saw for the first time a little ship made of beef bones by a British sailor imprisoned in the War of 1812. And when he went to Paris to continue his artistic studies he came under the spell of the great rows of ship models of all times strung high on the walls of the Musée de Marine in the Louvre.

Music had been an early passion with Mr. Wiles, and when the light did not suffice longer to paint he was wont to take up his violin. But music making had to be given up when he found his own art of painting becoming more exacting, and so for relief and recreation he turned again to his boyhood hobby of building little ships. After his return from France he first made a model of the American 20-gun brig of 1812 type. This was two feet long and represented a 100-foot brig, but as he had only pictures to guide him, it was not made to scale.

"Very soon," said Mr. Wiles, "the scientific side, as well as the picturesque and romantic, interested me, and practically all of my models since the first one or two have been built to scale and rigged as nearly in exact imitation of the originals as it was possible to make them. The fascination of the work consists in large part in having it exactly right, true to scale in every detail."

Mr. Wiles has built a great many miniature ships, and has a noteworthy collection of nearly half a hundred of them, including such prizes by other hands as a fine model of a British fighting "ship-of-the-line" mounting 134 guns, a beautiful bone model of rather unusual size and one or two most romantic looking old votive ships of other centuries and an other-worldly appearance. Above the studio where he paints the portraits and the figure and scene pictures which have won for him an international reputation he has a small workshop to which he goes to build his little ships; and there he has been at work for five or six years on one of his most ambitious undertakings in this line, namely a reproduction in miniature of the U. S. S. Constitution, most famous of American naval vessels (celebrated in verse by Dr. Oliver Wendell Holmes as *Old Ironsides*), one of the first six frigates authorized by Congress to be built for the United States Navy. She was launched at Boston in 1797.

"If I live long enough to finish it," said Mr. Wiles, "this will be a historic relic of real value when the old ship is gone, for it is built exactly to scale and will be so accurate in all its details that a replica of the original ship could be constructed from it."

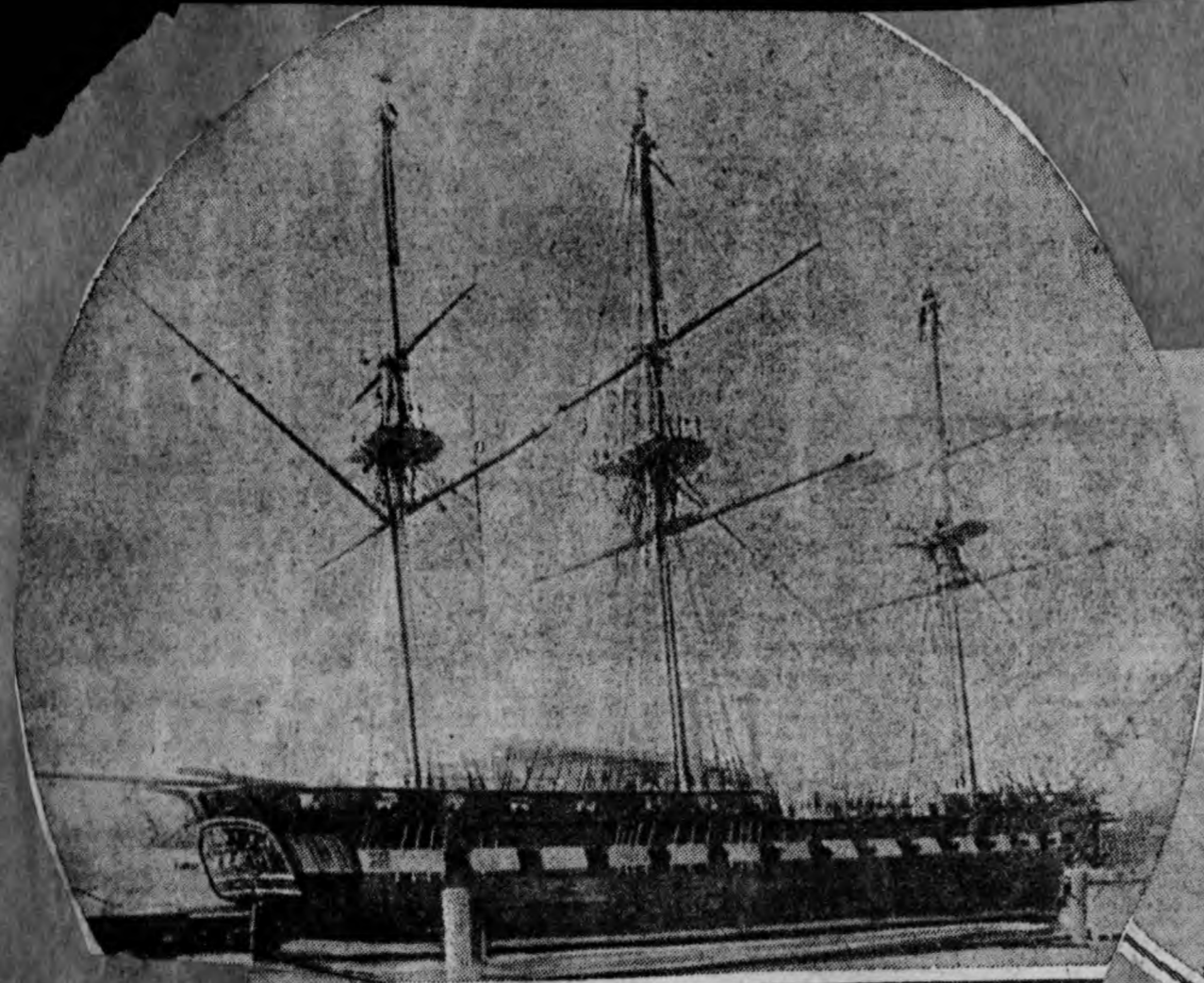
Mr. Wiles is interested only in sailing ships. He cares nothing for models of steamships, or modern war ships, or other craft, which appeal to other collectors.

"I suppose that I really started American collectors on this hobby," he said, "for I believe that I was the first of them all. The late Alexander W. Drake, for many years art director of the *Century Magazine*, who collected much of everything that any collector sought after, had a small collection of ship models, but I had been interested in the subject for many years before ever he took it up. The collection of these little ships was started at first among artists and lovers of art, some collecting, I should say, for love of the models and of the sea, and some, perhaps, merely with an eye to the beauty of a fine model. In those good old days \$25 used to be the standard price for a ship model. Few were interested in

them. But now the really fine pieces bring fabulous prices. Collecting them has become a rich man's hobby, and we poor artists cannot compete with millionaires.

"But perhaps it is just as well for me that I cannot afford to buy them now," he added rather ruefully. "Such a collection does take up a lot of space, and my wife declares that if I bring any more ships in the whole family will have to move out to make room for them."

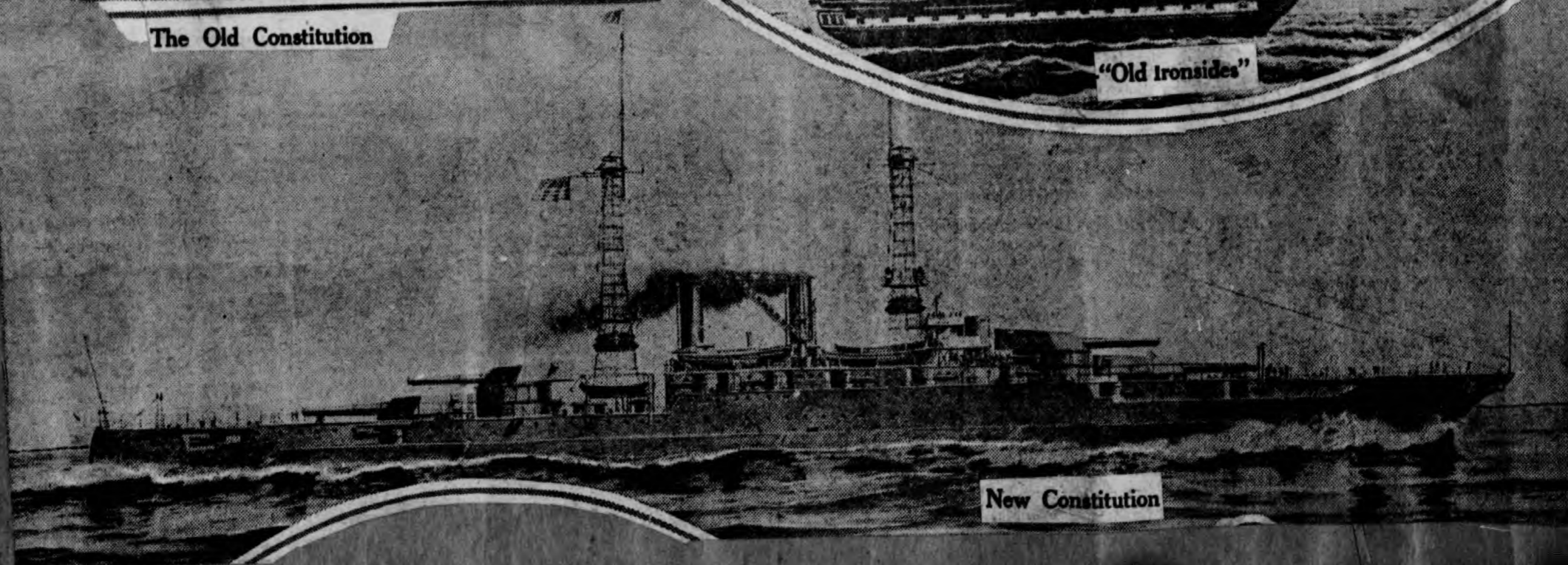
A beautifully made, trim and dainty little model by Mr. Wiles of a Hudson River sloop of 1850, an almost extinct type of river vessel now, occupies the place of honor as "No. 1" in the exhibition mentioned above. There may be seen also models of a Dutch admiral's yacht of 1679; of *La Gaillarde*, a full rigged ship of small frigate type of the time of Louis XIV of France (1690); of the U. S. S. *North Carolina* of 1820; of a New Bedford whaler of 1835; of the clipper ship *Flying Cloud* (1851), which made the trip from New York to San Francisco on her maiden voyage in 89 days and 21 hours; of *H. M. S. Bellerophon* (1815), to whose commander, Capt. Sir Frederick Lewis Maitland, Napoleon Bonaparte surrendered on July 15, 1815, and of many another besides.



The Old Constitution



"Old Ironsides"



New Constitution

Reading matter
on next page

N.Y. Tribune Nov 4/17 195

From Frigates With Sails to Swift Steel Giants

WALTER SCOTT MERIWETHER, writing in "The Rudder," reports the comment of "an amiable friend" when he was shown a drawing which demonstrated how the great new American battle-cruiser Constitution will look when completed. Said this friend: "I suppose if we had had one of these fellows at the time of our war for independence she probably would have been the whole show."

But, it seems, one need go to no such extremes in imagining the effect of the forthcoming Constitution's effect upon enemy navies of the eighteenth century. The senior vessel in America's navy to-day is the little gunboat Dolphin, built more than thirty years ago. It is a mere pygmy compared with the vessel soon to enter service. And yet, writes Mr. Meriwether, having still in mind the era of the American Revolution:

"This pygmy could have swept the seas, even though they had been whitened by fleets made up of such doughty frigates as was the old Constitution, our first battle-cruiser, as her steel namesake is now our latest. If in her famous flight from Broke's heavy squadron the Constitution had possessed even one of the Dolphin's little guns, she could have destroyed all of the British frigates. Yet the Dolphin could be hoisted by the crane davits of one of the new battle-cruisers, and her entire battery could easily be stowed in the bore of one of their guns and leave therein plenty of room for all shots which the Constitution could have fired in a half-dozen broadsides.

"It was that line of thought which induced this comparison between 'Old Ironsides' of immortal memory and 12-knot speed and the gigantic steel construction, whose 180,000-horsepower will insure her a gait of more than forty land miles an hour. Therefore, a comparison of the bluff-bowed old frigate with the long-backed electric racer is like comparing an ox-cart to the Twentieth Century Limited, a flintlock to a machine gun, a boy's kite to a battleplane.

"The old Constitution was admittedly the superior of every vessel of the frigate class, a superiority she proved in every action she fought. Yet the weight of her entire broadsides was but little more than the powder charge of one of the 14-inch rifles which her namesake is to carry. The weight of the Constitution's heaviest shot was thirty-two pounds. It would require almost forty of these to equal the weight of a 14-inch shell. While the range of the heaviest gun carried by the old frigate was less than a mile, that of the heaviest gun of her namesake is more than twenty-five times as great.

"The weight of the frigate's heaviest gun was 5,600 pounds; the weight of the 14-inch rifle is 68 tons. The guns of the frigate were mounted on wooden carriages, the recoil being checked by heavy ropes. The recoil gear of the 14-inch rifle must absorb a shock equivalent to that of ten Pullman coaches running at seventy miles an hour and brought to an instant stop.

"The guns of the old Constitution were incapable of piercing armor at any range. The 14-inch rifle pierces 50 inches of wrought iron at the muzzle and at a range of nine miles its shells have cut through 16.7 inches of Krupp steel. The muzzle velocity of the old guns is not known, as no measurements were taken in the brave days of yard-arm to yard-arm battles. The scientifically measured velocity of the 14-inch gun is 2,600 feet a second. If the shell could maintain its initial velocity in four and a half days it would travel a distance equal to the span from earth to moon.

"In the matter of muzzle energy a still more striking comparison can be had. The muzzle energy of a 14-inch rifle is 70,000 tons. Therefore, a broadside from the new Constitution would have a total muzzle energy of 700,000 tons, a force sufficient to lift the old Constitution 350 feet in air. If the old frigate could be stood on end and placed alongside of New York's City Hall she would about measure up to the top of the cupola. If the new Constitution were up-ended alongside the Woolworth Building she would tower so far above the Gothic pile that if the City Hall were placed on the apex, the combined height of the two would not equal the

majestic length of the battle-cruiser.

"With the wind on the quarter and blowing strong, which was the Constitution's best point of sailing, the old frigate could reel off about twelve knots an hour. The new battle-cruiser is designed for a speed of thirty-five knots, almost three times as great. To attain this pace, which is five knots in excess of any foreign-built vessel of the same type, it was found necessary to endow her with 180,000 horsepower, which is two and a half times greater than was the motive power of the Lusitania and twice that of the Imperator. To secure the high speed contemplated in this design the hull of the Constitution and her class will show a run as fine if not finer than that of any destroyer. Oil fuel stored in the double bottom will take the place of coal bunkers, and this will generate the electric energy which is to propel the cruiser at the express speed of forty land miles an hour.

"An odd feature of the Constitution will be the number and arrangement of the smokestacks. There are to be seven of these, five grouped in the form of a five of diamonds, with another directly forward of this group and another abaft of it.

"The ten 14-inch rifles of the main battery are to be mounted in four turrets, two of the turrets carrying the triple mount, the other two carrying their guns in pairs. A battery of twenty 5-inch rifles will provide defence against torpedo attack. There will be three anti-aircraft rapid-fire guns, and eight torpedo tubes for firing the new 21-inch torpedo, which has a range of 10,000 yards.

"When half of the million men that were to 'spring to arms between sunrise and sunset' have been gathered to the colors, they will, in course of time, be provided with a half-million muskets. A battle-cruiser of the Constitution class represents in herself a greater weight than this half-million men, while the muzzle energy of her armament is greater than the combined energy of a million muskets. Moreover, the navy officer who commands one of these battle-cruisers can move this dynamic force at fifteen times the marching speed of a half-million men, and exercise over his command a control absolute as that the Kaiser maintains over his army.

"Every great war of recent years has developed some new type of fighting craft. Out of the Civil War came the monitor, forerunner of the battleship, which is but an enlarged monitor with higher freeboard, greater and more numerous turrets. Next came the dreadnought, also aftermath of conflict. It has been popularly supposed that Great Britain, as Japan's ally in her war with Russia, had received from her ally the first informative word of the result of the naval battles in the East, and that as a consequence her constructors had been the first to evolve the idea of the all-big-gun ship, otherwise the dreadnought of to-day. But it is a matter of record that plans for this type of vessel had been drawn by our own progressive navy officers immediately after the battle of Santiago, and that these plans were the direct result of the lessons learned in that battle.

"Previous to the outbreak of the present war, one of Great Britain's sea lords, Admiral Lord John Fisher, realizing the value of powerful gunfire when joined to extraordinary speed, managed to smuggle into the Admiralty's building programme provision for three vessels having these qualities, these being the fast and heavily armored cruisers of the Indomitable class, the 'mystery' ships, as they were known at the time, because of the great secrecy which attended their construction. From this type was evolved the superb battle-cruisers of which the world has heard so much of late.

"Some of the progressive officers of our own navy had long ago foreseen the imperative need of vessels combining great speed with hard hitting power, but it was not until more than two years of war had demonstrated the incalculable value of this type that Congress consented to authorize the construction of the six battle-cruisers for which bids were recently asked. It was a notable departure from precedent, as for many years the average speed of our war fleets had been much lower than that of any other fleet, and no effort had been made to strengthen it by the addition of faster vessels.

"But no converts like new converts, and in the matter of extraordinary speed, enormous size, great battery power and new method of propulsion the projected battle-cruisers are of the most novel and advanced type of any

vessels designed for any navy since the British dreadnought revolutionized naval construction. Electricity generated by oil fuel was chosen as the motive power, the reason being that the amount of coal which would be required to drive one of these cruisers at full speed for one day would be sufficient to drive the biggest liner across the Atlantic and back.

"The battle-cruiser is actually nothing more than a battleship with armor and gun power sacrificed to higher speed. In this evolution some see an analogy between the constructive work of man and the processes of nature."

The writer quotes this statement made by Commander Yates Sterling in his book "Fundamentals of Naval Service":

"Geological records show the gradual elimination of purely defensive adaptations of the body in animals. The turtle family, the scaly Saurians, were purely defence types. These gigantic but slow moving quadrupeds have failed to survive. They have been unable to survive the attacks of those animals in which mobility and the power of combined action have been predominant. Surviving types, as a rule, contain a happy balance of those offensive attributes, activity, endurance and intelligence, translated into claws and teeth, limb and muscles, and an hereditary instinct to combine in packs for the attack upon a more powerful foe.

"Nature is a faultless organizer, yet even she arrives at perfection only through a selection of organs essential to an environment. Man unconsciously follows nature's methods, but only in a rambling and uncertain way, which requires a longer time to arrive at a result desired.

"On land the soldier protected his vitals with armor. In the days of stones and arrows fighting men wore hides and furs for protection. When the gun came into use he covered himself with a coat of steel mail. This he wore until the increasing penetration of the bullet caused him to be so overburdened with armor that he could not stand or walk under his great load. Then he discarded armor and at once regained his activity and endurance.

"Why should not our armored dreadnoughts follow these laws?"

And Mr. Meriwether has this to add to the foregoing: "The projected fleet of lightly armored vessels of enormous speed and heavy batteries now provides the answer."

N. Y. Globe Sept 24/21 197

Old Cup Yacht America Waits in Gravesend Bay

In Tow of a Submarine Chaser She Tarries Here on Her
Way to Annapolis to Be Turned Over to the
Government as a Relic.

New Yorkers who want to journey to the moorings of the Marine and Field Club, Cropsey avenue and Bay Thirteenth street, Gravesend Bay, will have a chance to view there the famous old schooner yacht America, winner of the first international yacht racing trophy.

The yacht is the property of an American committee which is sending her to Annapolis, where Secretary of the Navy Denby will accept her as a gift to the government, to be added to Uncle Sam's marine trophies.

Submarine chaser 408 came down the East River yesterday afternoon towing a queer dismantled craft. Many persons looked twice from the bridges and the shores, more at the war craft than at what she had astern. Then when they learned the name of the dismantled craft and recalled a bit of her history they became interested. They were witnessing another journey of as famous a vessel as ever was launched, a vessel which has had a career of wandering over many waters in many disguises.

For years she has been lying most of the time out of commission in Massachusetts harbors, though now and then sailing in a race or on a cruise, once voyaging on a fiasco expedition of some Harvard pirate treasure seekers in the West Indies fifteen or twenty years ago. Now, put in sound repair and refitted, the never-outsailed old racer is destined to pass the rest of her life as a perennial reminder of one phase of American sea glories under the eyes of our Naval Academy young officers. This will not have been the America's first harboring at Annapolis, by the way, because she figured there for a while during the civil war, when she was fitted as a little practice ship for the midshipmen.

The Idea of Building Her.

In the essential ways the America has been the most remarkable yacht in the world on fresh water or salt ever since her first triumph in the year of her launching, and the occasion of her building is fascinating in the light of her greatness which resulted. In the mid-nineteenth century, when Thackeray and Dickens were writing the magazine serials and the Victorian ladies paraded like pigeons in their whalebone bustles, then the English prepared to hold their perhaps first of the world's fairs in London in 1851. Everything was to be there and everybody was to go. Yachting would be one of the emphasized features in the surrounding waters. So American ship owners and builders and yachtsmen said, "Hello, we'll show up something there, we guess."

Commodore J. C. Stevens of the New York Yacht Club owned the sloop Maria. The Maria was the briskest wave walker of all American yachts of the time, so much so that she went to prove as right the nautical-architectural theories of her designer, George Steers of New York. Naturally, then, Mr. Steers was commissioned by Commodore Stevens and others of our yachtsmen to model a saller which could race against the British and all other contenders in the unexampled British regatta.

Steers scratched his head and thought up the schooner, and tried her out by crossing her over the Atlantic to Havre. Then he brought her to Cowes, that noted yacht roadstead and rendezvous of the Isle of Wight. The royal yacht squadron was there, and the jaunty tide riders of many other yacht clubs, and Commodore Stevens took command of the America.

The Commodore's Challenge.

Mr. Stevens immediately posted in the Cowes clubhouse a challenge to race any vessel of any class before the great scheduled race, and for any sum up to 10,000 guineas. No other Briton coming forward, Robert Stephenson, a foremost engineer and a gallant sportsman, met the America with his schooner, the Titania. Running twenty miles to windward and back for £100, the America beat the Titania by an hour. But this was a negative exploit, because the Titania was not reputed very fast and she was considerably the smaller yacht.

Then followed the great race for the cup on Friday, Aug. 22. There is some misunderstanding about the original identity of this cup, many accounts calling it the Queen's Cup.

But it was not the Queen's Cup for which the America raced. She sailed for the Royal Yacht Squadron's Cup, a slender, tall silver tankard with graceful pitcher mouth and handle, and made it by capture her America's Cup, apparently forever after.

The public interest was intense through all classes. Besides the flotillas of yachts, those sea girls, on the Channel, besides the hovering paddle steamers of the day loaded with observers, guttural Germans were there and gesturing Frenchmen. The English queen was present with her Prince Consort on board their yacht, the Victoria and Albert.

The Race.

Starting at the signal gun at 10 o'clock in the morning, the America very soon put all her companions in her wake. On the cards giving the yachts' names and colors the course was simply described as "Round the Isle of Wight." But on the formal programmes the route was more specifically stated thus: "Round the Isle of Wight, inside Norman's Buoy and Sandhead Buoy, and outside the Nab."

Sailing all day in a good breeze on a rippled sea, the fastest contestants finished at night as follows: America at 8.34; Aurora, five or six miles astern, at 9.30; Eclipse at 9.45; Brilliant at 1.30 (Saturday morning).

Yet there is just a fleck on the triumph which the America won. Had a cheap and narrow literal umpiring prevailed the America would have been ruled out as winner, for she technically disqualified herself. She did not in strictness adhere to the prescribed course, passing not outside but inside of the Nab lighthouse. Without a doubt she would have held to the book, but made a mistake from unfamiliarity with the landmarks. The error did not lessen appreciably, if it did at all, the mileage of her travel, and the English were hand-some losers.

Another slight dissatisfaction in the America's winning of the brilliant Cowes race is that most of her competitors (though indeed not all) were her inferiors in size. However, she so immeasurably outdistanced all her rivals, large and small, that no question of speed supremacy was entertainable.

In 1857 its owners deeded the cup thus won in 1851 to the New York Yacht Club, from which in the celebrated series of noble races the British have never succeeded in "lifting" it. It is understood, in passing, that the New York Yacht Club holds the America's Cup in perpetual challenge not only to British but to comers from any quarter.

The Queen's Cup was raced for within a day or two following the America's taking of the Royal Yacht Squadron's Cup. But the America

did not enter for the Queen's Cup, the wind blowing faintly and she being a six-knot breeze boat. After the start, though, the America crossed the line, and she returned far in the lead, yet not (it seems) having quite completely covered the course.

Sold to an Englishman.

After the Isle of Wight capture of the trophy Commodore Stevens acted rather oddly for the brilliant schooner's principal parent; encumbered with little sentiment for the rakish performer he sold the America to Lord De Blaquiere. This Englishman altered her trim, we find, shortened her masts, and cruised about in her as the Camilla.

In turn this owner sold the vessel to a southerner, who, as our civil war was on, fitted her with as wicked a little rifle as she could mount, turned her into the Confederate cruiser Memphis. He soon discovered that, whereas in a smart wind she could hold out an ironic towline to most steamers she ever saw, in a light wind she could not run away from the slowest of our men-of-war blockaders

on the Atlantic coast.

To assure her safety he ran her up the St. John's River, in Florida, sinking her in the mud. But the frigate Wabash learned of the schooner there and sent a launch party to salvage her, and that was when she was brought up to Annapolis and used for a cadets' small practice ship.

After the war, and again as the America, refitted at an expense of \$25,000, she was taken to New York to race against her cup's seeker, the Livonia. But it was the Columbia that defeated the Livonia, because the America was so absurdly handled in the preliminaries that she was not put forward to race.

Bought by Ben Butler.

That same year, 1871, General Benjamin F. Butler and Colonel Jonas French of Massachusetts bought the America at auction. In 1875 she superbly winged away from the fast New York yacht Resolute in two ocean races off the Isles of Shoals.

In 1876 the dashing schooner easily won the centennial exposition race. When in that year the Canadians put up the yacht Countess of Dufferin to try for the cup, the New York Yacht Club debarred the America from defending it as not a yacht of the club, but she was swept into the course on the heels of the racers, of which the Madeleine won over the Countess, and she led them both over the line home.

Such, checkered and spirited, is the story of the renowned schooner yacht America, the beautiful and unbeaten. There could be no fitter cherishers of her form and fame than the Annapolis cadets.

THE SOUTH AFRICAN CENTENARY

Specially for The Christian Science Monitor

In April 1920 a century will have elapsed since the arrival of the 3487 settlers who sailed from Great Britain in December 1819, to make their homes in South Africa. The British Parliament in July, 1819, had voted a sum of £5000 for the purpose of assisting emigrants to South Africa, partly with a view to increasing the white inhabitants on the eastern frontier of the Cape Colony and partly to relieve the poverty and distress which prevailed at that time in England at the close of the Continental War in 1815.

Glowing accounts of the fertility of the land and its promises of prosperity for settlers were promulgated by Mr. Vansittart, Chancellor of the Exchequer, in his speech in the House of Commons on July 12, 1819. The scheme became popular, and there was a rush of approximately 90,000 applicants for passages to South Africa. The selected applicants were divided into 56 "parties," each under its "head," who was the channel of communication between his followers and the government, and who was responsible in every way for his "party." Every man had to deposit a sum of £10, which was to be refunded to him after landing, when he was to be given an allotment of 100 acres of land. Most of the "heads of parties" were men of education, and good standing, many of them retired officers of the navy or army, or men of independent means. The other members were of various callings and included artisans such as carpenters, bricklayers, masons, wheelwrights. There were also butchers, bakers, bootmakers, goldsmiths and silver-smiths, as well as ordinary laborers—on the whole a very representative collection of people.

They set sail from Liverpool, Bristol, and Cork in 26 chartered transport ships, the first of which to arrive was the Chapman with 101 families, comprising 271 individuals. After a voyage of four months, she dropped anchor in Algoa Bay on the 10th of April, 1820. Her passengers were off-loaded into barges worked into the shore by ropes, and when in shallow water had either to wade or be carried on the backs of natives on to the shore, where now the flourishing town of Port Elizabeth is situated. Port Elizabeth was named by Sir Rufane Donkin, first administrator of the new colony, in memory of his wife. Sir Rufane, who was a major-general in the British Army, had charge of the settlement from 1820 to 1821.

Besides the settlers selected by the

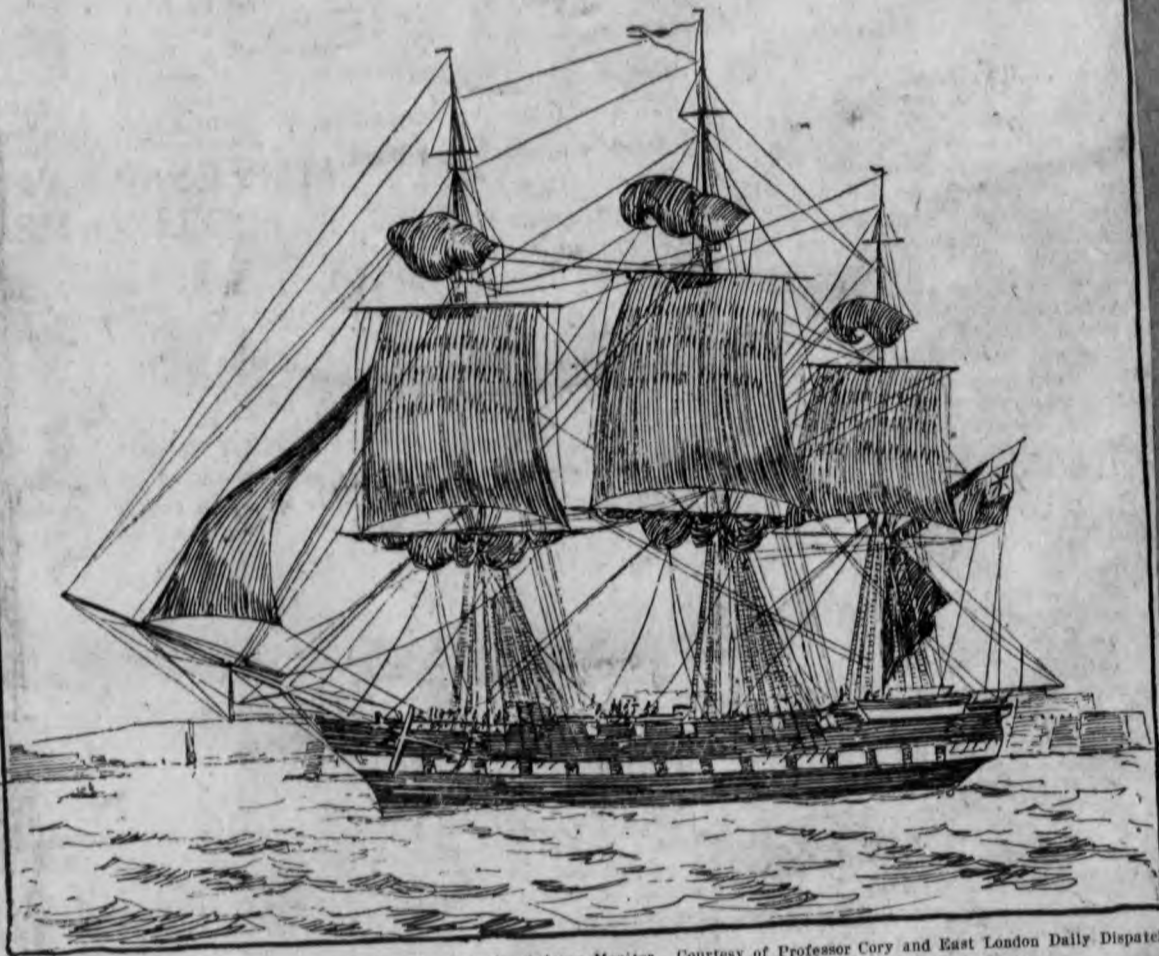
government, a large number of people came out to South Africa at the same time in eight ships under their own auspices.

This landing of 1820 settlers is the event which South Africans are hoping to commemorate worthily. A centenary celebration was originally scheduled for April, 1920, when it was expected that the Prince of Wales would be present on his trip to South Africa. Because of the postponement of his coming until 1921, the holding of the festivities has been delayed until that time.

When the planning for this commemoration was first started, about three years ago, a strong committee was formed, and the secretary's report states that a conference was held on the matter at Bloemfontein on July 23 last, which was as representative as possible, and it was decided to aim at raising the sum of £150,000, to be spent on the following schemes for the commemoration of the landing in South Africa of "The adventurous and devoted band of 1820 British settlers":

1. £5000 for a beautiful structural memorial to be built in the Botanical Gardens at Grahamstown, which will house all the settler relics.
2. £35,000 to be invested and the interest to be used for scholarships.
3. £10,000 to complete the Settlers Hospital.
4. Approximately £90,000 to be allocated for the furtherance of immigration to South Africa.

It was originally intended to hold celebrations and festivities at Grahamstown for one week. It is anticipated that some 10,000 visitors will come to Grahamstown for the centenary when it is held. Professor Cory has compiled an almost complete list of the original settlers from documents in the archives of the houses of Parliament in Cape-town, and every effort is being made to get in communication with, and compile a record of, their descendants. These include many names well known and honored in South Africa today, and during the past 100 years.



Drawn for The Christian Science Monitor. Courtesy of Professor Cory and East London Daily Dispatch

The Chapman, the first ship to arrive at South Africa with English settlers



for The Christian Science Monitor. Courtesy of Professor Cory and East London Daily Dispatch

Sir Rufane Donkin

SAILS SEAS AFTER TWENTY YEARS ON REEF.

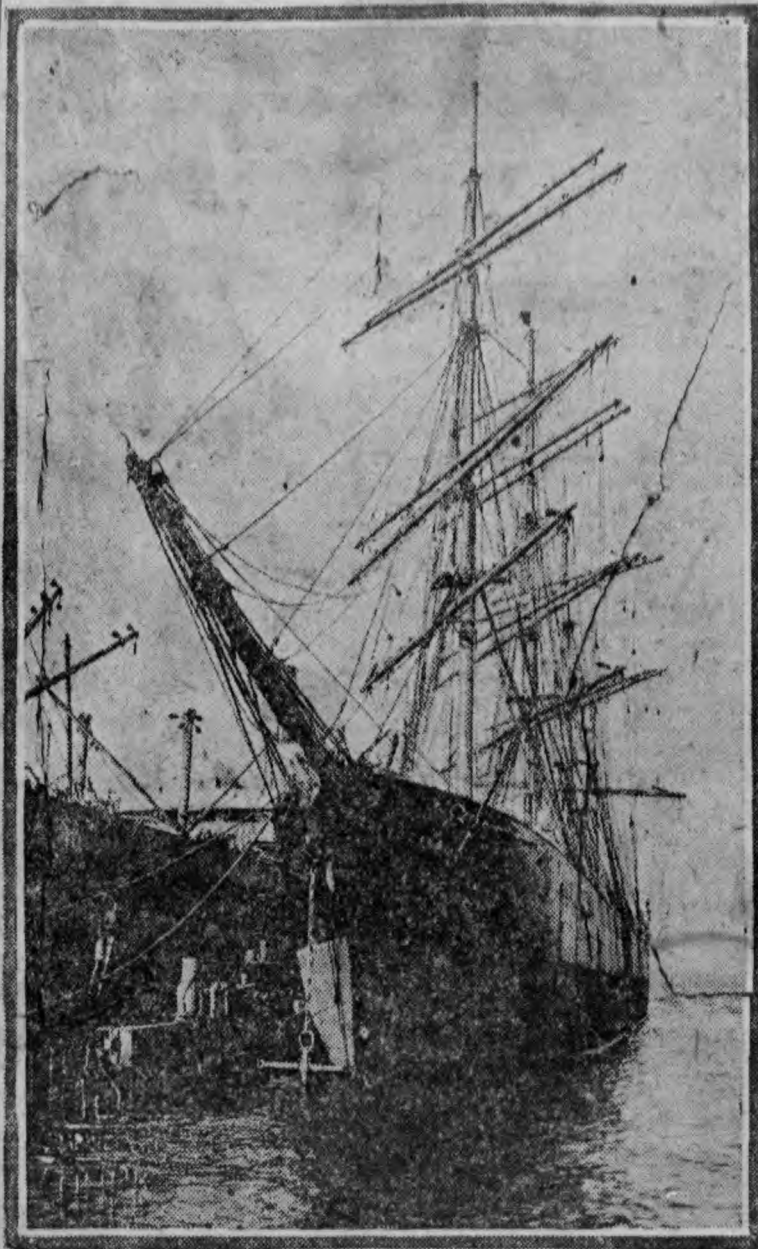


Photo by Morse Co.

Four-master Alejandrina, which recently arrived in Brooklyn with a \$1,500,000 cargo of wool from Patagonia after lying for twenty years on a reef in the Straits of Magellan. Inspection in drydock shows her to be practically undamaged.

Returns From Grave at Sea

Good Ship Alejandrina Roused From Patagonian Reef After 20 Years Sails 9,000 Miles With \$1,500,000 Cargo.

The urgent need of oceangoing ship tonnage is illustrated by the story of the Andrina, renamed the Alejandrina, which now lies on a dry dock in the Brooklyn repair yards of the Morse company. After a voyage of ninety-two days, bringing her 9,000 miles from the most southerly port on the globe, she discharged a wool cargo of more than 7,000 bales valued at \$1,500,000 gathered from the faraway ranches in Patagonia.

For twenty years the Andrina lay on a reef in the strait of Magellan, where she had been beached in a terrible storm. In seven feet of water and mud one part of her lay, while another section of her hull, untouched by water, was embedded in two feet of sand and mud.

Built by Mordaunt & Co. in Southampton, England, the Andrina was a stanch four masted sailing ship of beautifully curved outlines, but regarded as a total loss by her underwriters and her British owner. Unprotected during all the years, she was exposed to the ravages of wind and storm and shifting tides.

With the ever increasing and more urgent demand for cargo ship tonnage caused by the world war Menendez & Co., called the wool kings of Patagonia, were hard pressed to find transportation for their product, and because of their need decided to attempt the salvage of the ship that lay on the reef near Punta Arenas.

For four months, working in ten day periods when the tide and the light of a new moon favored, two 900 ton steamers tugged and hauled until her hull was floated, and then she was towed to Punta Arenas to be fitted for the journey so recently ended at Brooklyn.

Because of her tall masts she could not pass under Brooklyn Bridge for

cargo discharge, but berthed outside, after which she was dry docked at the Morse yards for a thorough inspection for the first time since she had been tossed on the reefs twenty years before.

Her hull was found to be in a remarkable state of preservation, notwithstanding her long exposure to the elements. Before leaving Punta Arenas she had been passed upon by a deep sea diver only, and upon his opinion as to her seaworthiness the Alejandrina, laden with cargo, started on her long journey to New York with a Norwegian skipper, German officers and a Chilean crew.

The question arises, in view of the great need for cargo carrying vessels, whether or not the sailing ship with its small crew, no heavy fuel cost and its other economical features may not become a most profitable substitute for the higher cost steamships in cases where speed is not a necessary consideration.

OLD GRANITE STATE TOWED TO WEEHAWKEN

From her temporary resting place in the Hudson river at Ninety-six street, just opposite Woodcliff, the charred hulk of the historic old frigate Granite State, which burned and sank there last May, was towed to a shipyard on the Jersey side of the river Saturday. What is left of the old ship will be salvaged and the remainder scrapped.

Two hundred pounds of copper will be removed and a quantity of hardwood will be taken off and sold to coffin makers. There are also said to be three gold spikes encased somewhere in the wooden beams, said to have been driven thereby state governors each time she was re-christened.

The keel of the ship was laid in 1814 and she was first named the U. S. S. Alabama. In 1847 she was re-named New Hampshire and she became the Granite State many years later, when the navy turned her over to the militia. It is said that the ship was never in action, her weight and cumbersome line keeping her out of engagement.

Dispatch
March 6/22

199

200 ROYAL SHIPS OF LONG AGO

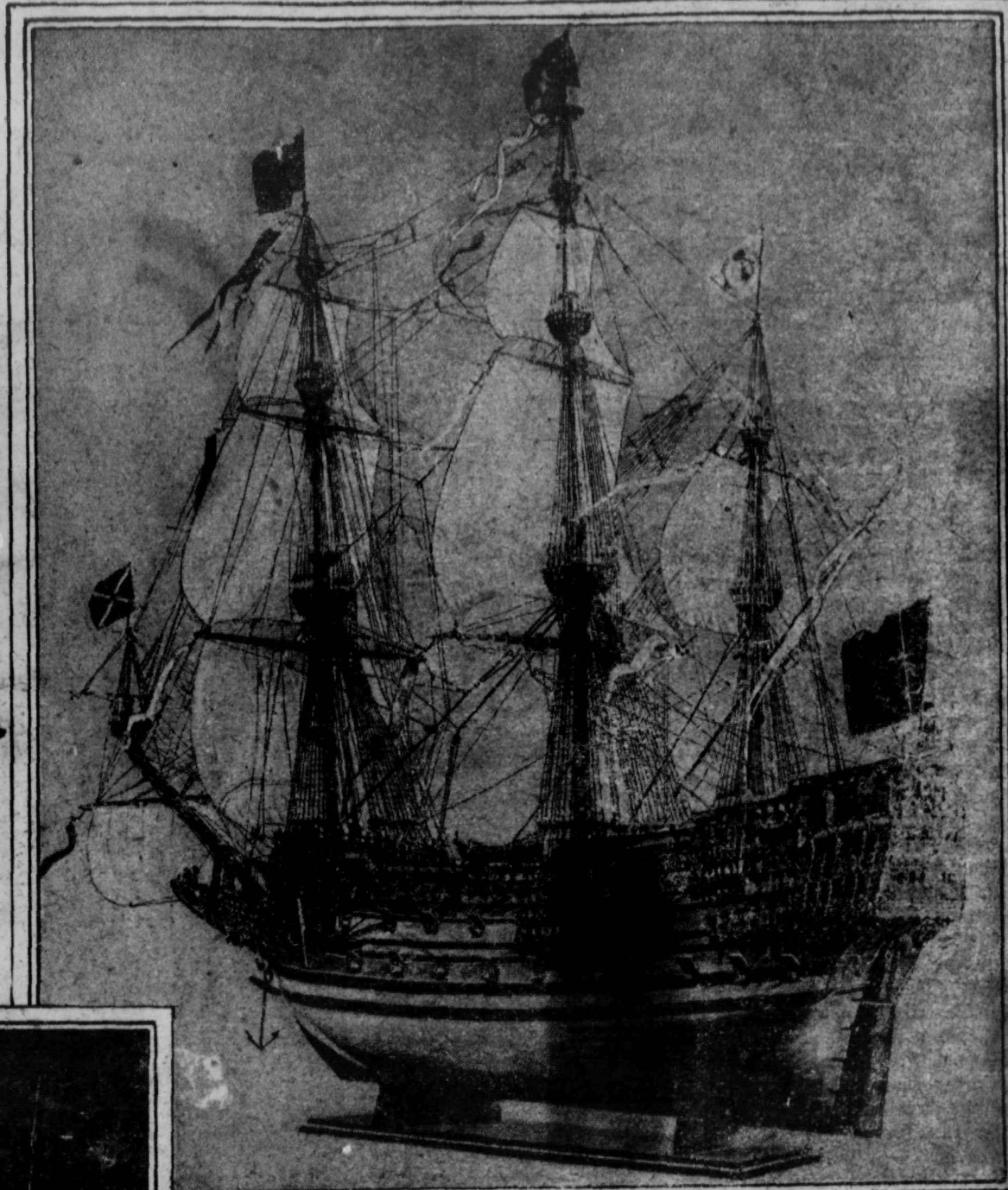
In Elaborate Models, Which Museums Cherish and for Which Collectors Pay as High as \$15,000.

By Prosper Buranelli.

CHRISTOPHER COLUMBUS and the Ancient Mariner returned the other day to a room in the Fine Arts Building, in 57th Street, New York City, where the Ship Model Society gave an exhibition of miniature craft and re-created in the fashion of a museum display the old, faded world of clippers, sloops of war and Spanish galleys.

The walls were lined with prints and small models, new and antique, of eighteenth century ships of the line and galleons of the Spanish Main. A score of tables held elaborate replicas four feet long. U. S. S. Constitution, a great favorite with fanciers, was there, and Admiralty models of historic British men-of-war. A score of people looked and moved about, several of them evidently sailors, awkward in landsman's coat and trousers. You looked at the two-foot reproduction of an old whaling brig, and remembered a dozen tales of hard romance before the mast, and visualized the popular figure of the aged sailor retired from the sea who employs his recollection and his jackknife in fashioning a model of the Nancy May on which he sailed his years through the Malay Straits and around the Horn.

He is a pleasing figure, the sailor building a model of his ship. Who knows ships better than he? But the philosophy gained from a reportorial visit to the ship model exhibition con-



Sovereign of the Seas, the royal battleship that cost Charles I. his head.

The red-faced chief of longshoremen grinned and opened his blue eyes wide—triumphantly. "But sailors have always built ship models."

The seaman sent significant glances at the exquisitely detailed model of a three-master 1850, which displayed immense nautical erudition. The longshoreman could not reply.

In another corner the reporter found Henry C. Culver, Secretary of the Ship Model Society and an expert in the art of miniature boats and the science of naval archaeology. He is an attorney when not engaged in speculation upon the authentic placing of the foremast in a sixteenth century caravel, or upon the disposition of the officers' cabins in the line ships of Nelson's fleet, and is a strong, middle-sized, light colored man of jovial cast. Enthusiasm caught him as he embarked upon the history and subtleties of ship models. He began with the pronouncement:

"Sailors do not know ships. They love the craft they sail in, and forever build them in miniature. They build them badly."

"The seaman," he continued, "is ignorant of everything below the water line—of conformation, measurement and hold dimensions. He cannot construct a hull properly. He is fully acquainted with rigging, and disposes of it correctly, and here his work is informative, but, being disproportionately concerned with masts, lines and spars, he builds them out of focus, makes them too large for the body of the boat. The popular, poetical fancy, that of valuable ship models many are fashioned by the sailor in his long, leisure hours, is false."

"The oldest ship models that remain are found in Egyptian tombs. A Nile satrap died 3,000 years ago, and they placed beside him in the sepulchre

his jewels, his raiment and all the tokens of his wealth and station, including his ships—these in miniature. Examples of them are to be found in the Metropolitan Museum of Art."

"No more is seen of ship models for twenty-five hundred years. The earliest of the modern group date no further back

tained an evil wind for him; quite lashed him to the mast. The legend of the able seaman and his transcendence in nautical lore was fired upon, scuttled and sent to keep company with Davy Jones.

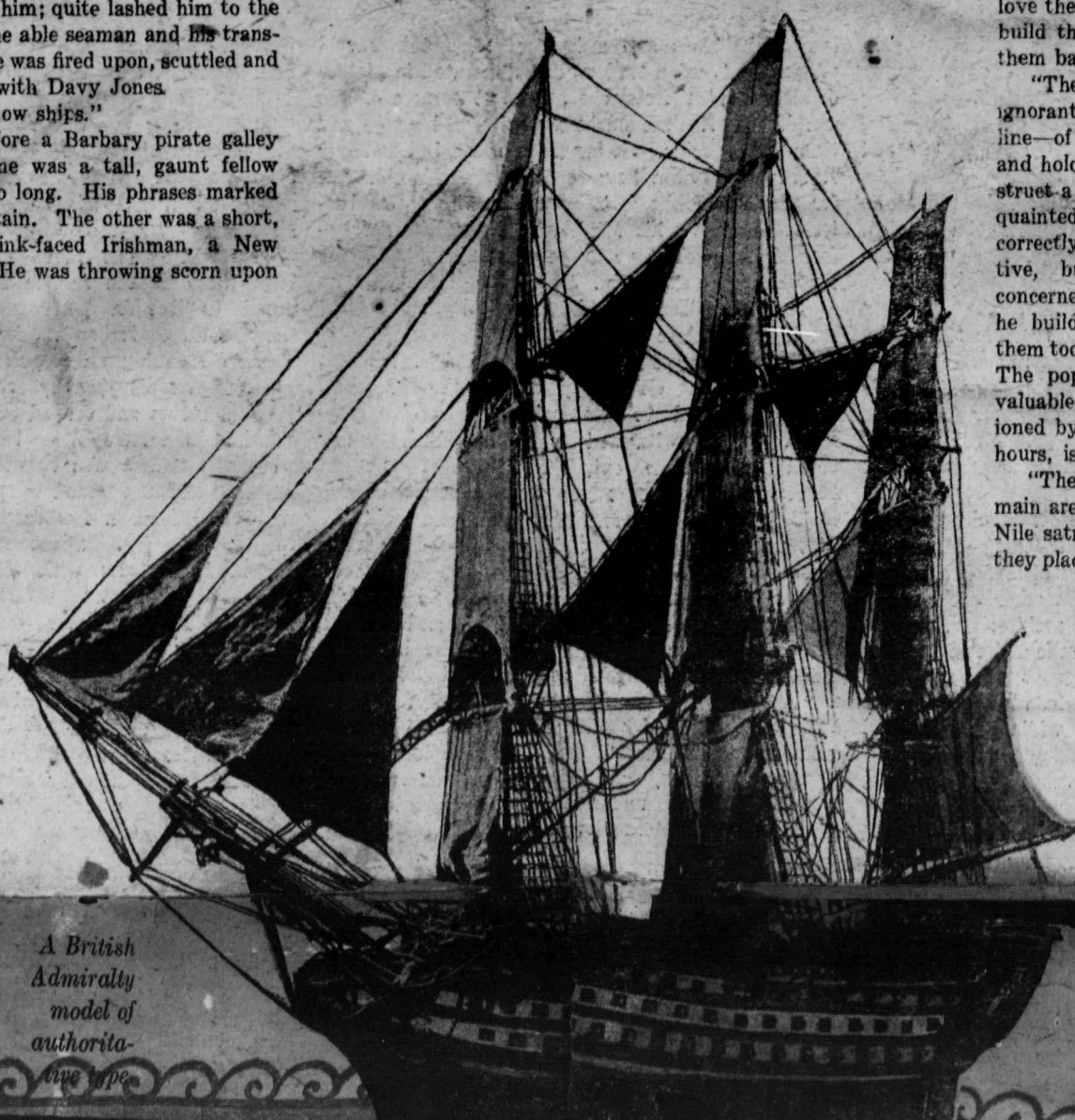
"A sailor doesn't know ships."

Two men stood before a Barbary pirate galley and talked loudly. One was a tall, gaunt fellow whose trousers were too long. His phrases marked him a Yankee ship captain. The other was a short, broad, white-haired, pink-faced Irishman, a New Yorker in every way. He was throwing scorn upon sailors.

"I am a longshoreman," he related. "I have worked on the docks for the last thirty years. I am a longshore contractor now, and I tell you that the people who know ships are not sailors but longshoremen."

"A sailor is a greenhorn about things below decks. The longshoreman works all over ships, and in his labors makes deep studies of arrangements and measurements aboard. And he deals with a new ship every few days and gets acquainted with all kinds of vessels, while a sailor's experience is restricted to the few boats on which he sails."

A British Admiralty model of authoritative type.



than the sixteenth century, though you can buy miniature craft built in any remote year if you will resolutely believe the seller. These earliest of modern models are found in churches, placed as va-

live offerings. A sailor escaped from a disastrous wreck. In gratitude to the heavenly powers he carved a model of his ship and placed it in the church of his native town, together, no doubt, with plentiful candles to be burned on the altar. These votive models tend more toward beauty than accuracy, being the fruit of true imagination and artistic impulse, and a good example to-day will sell for a sum in the thousands.

In the seventeenth century the Admiralty models begin. The British adopted the practice of building accurate scale models of ships of war planned for the purpose of testing and calculating. These models are more authoritative than beautiful. The finest Admiralty model in the exhibition here is priced at \$7,500.

But there was no vogue of ship models as decorative pieces and material for collectors until the beginning of the nineteenth century. It began with war prisoners in England. The British captured some 15,000 French sailors during the course of the Napoleonic wars, and some hundreds of Americans in the War of 1812. Many of the French prisoners were from Dieppe, and were not sailors professionally, but ivory carvers (Dieppe was an ivory carving centre) impressed into the naval service. In the tedium of prison life these Dieppe ivory carvers began carving and building model ships out of beef bones. The practice became general among the war prisoners, and thousands of miniatures, a large proportion of exquisite workmanship, were constructed. Many of the best ship models extant to-day are examples

of that school. Several are on exhibition here. They command large prices.

"With the high British interest of that day in naval matters, the flood of beef-bone models brought a vogue of ship model collecting. A new school of building sprang up, and the finest miniatures extant are of that school. Who the constructors were is a mystery. Nobody has ever been able to find out. The models are made of boxwood usually, and are of civilian workmanship. That is all that one can say about them.

"After the Napoleonic wars interest in ship modelling sank and did not arise until our own years. The passing of the old sail ship order on the ocean has caused the recent renaissance. It is evident that if the history of sailing vessels is to be kept naval archaeology must busy itself now, and the ship model is the best record of the vanished types of vessels. A school of collectors and constructors is increasing in America. The collector calls on the constructor to build a replica of whatever famous ship has caught the collector's fancy, or he builds it himself. Or a piece is needed as a decoration in a room, and the householder studies some type of sail ship and has a model made in true duplication.

"These models sell high. I have just put three years of labor on a model of the Sovereign of the Seas, the ship which cost King Charles I. his head, since the English revolution was caused largely by the Ship Money Act. The model made an attractive exhibit at the recent Architectural League show in the Metropolitan Museum of Art, and is valued at \$15,000.

201

SEPTEMBER 20, 1921

HUDSON OBSERVER, TUESDAY

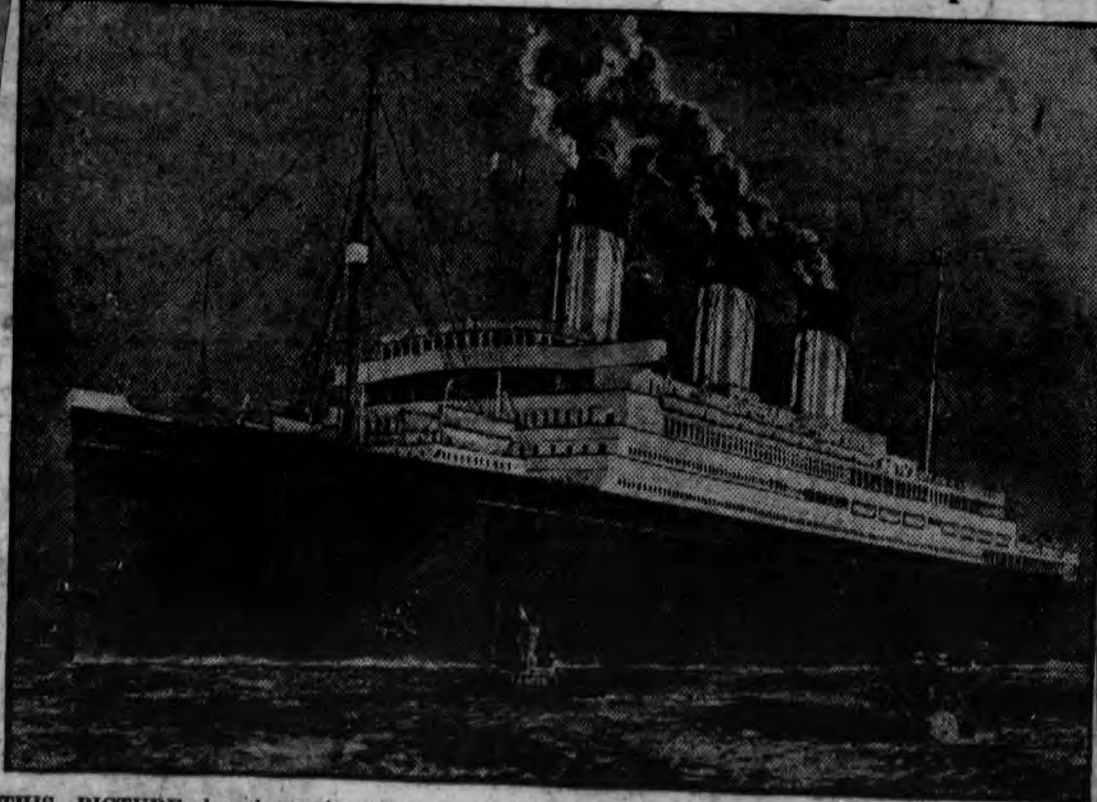
Old Cruiser Which Served Dewey at Manila Bay to Bring Back Body of Unknown American.



Left to right, Rear Admiral Chandler and Capt. H. L. Wyman of the U. S. S. Olympia pointing to the inscription made famous at the Battle of Manila Bay. "You May Fire When Ready, Gridley." The old cruiser, which made history for Admiral Dewey then, is to be used in bringing home the body of the Unknown American Soldier for burial in Arlington National Cemetery November 11.

Sunday New York Times 9/21

The Majestic, World's Greatest, Nearing Completion



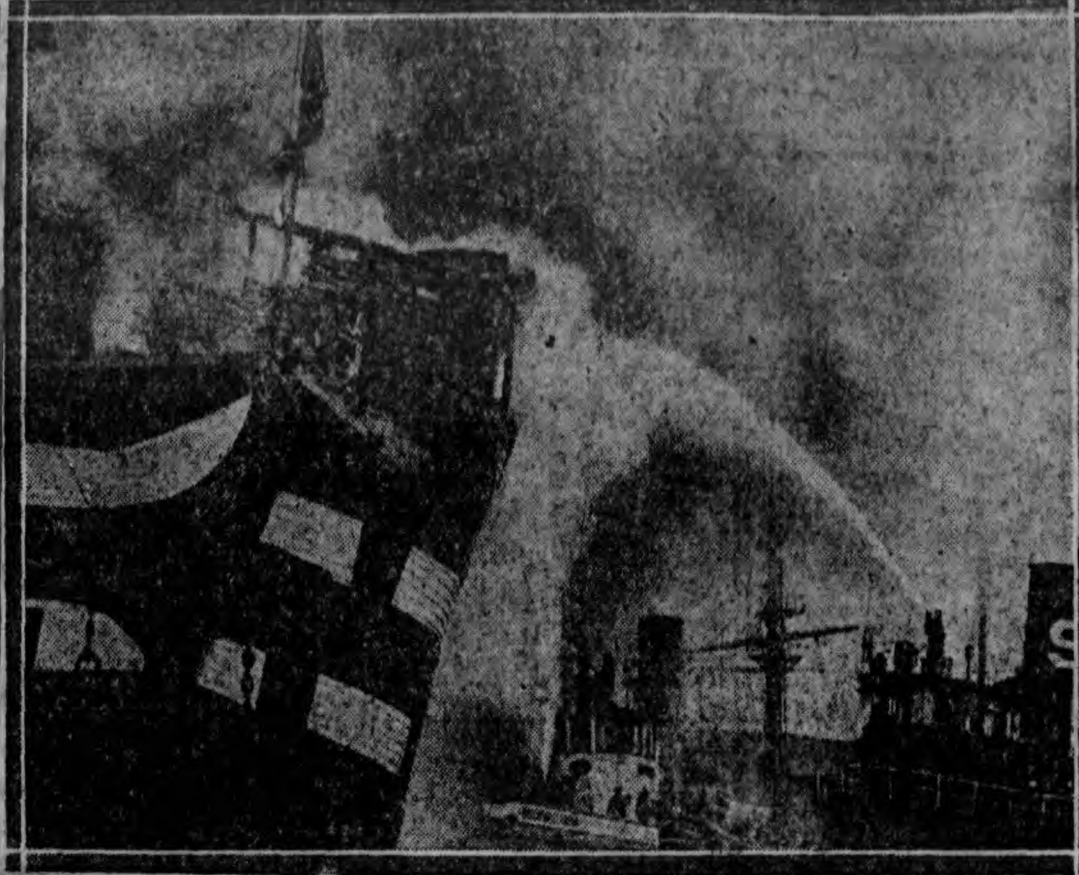
THIS PICTURE, based on the builders' drawings, gives some idea of the immensity of the Majestic, now being completed at Hamburg. The ship was launched in 1914 and was christened by the Kaiser, and was named for Bismarck. She would have been commissioned in 1915 but for the war. The Majestic is 956 feet in length and will have capacity for 3,536 passengers. She will be the last word in convenience and comfort and will be equipped with a ballroom, theatre, winter garden, swimming pool and many other features. She is 2,000 tons greater than the Leviathan.

(By Wide World)

202

HUDSON OBSERVER, TUESDAY EVENING, MAY 31, 1921

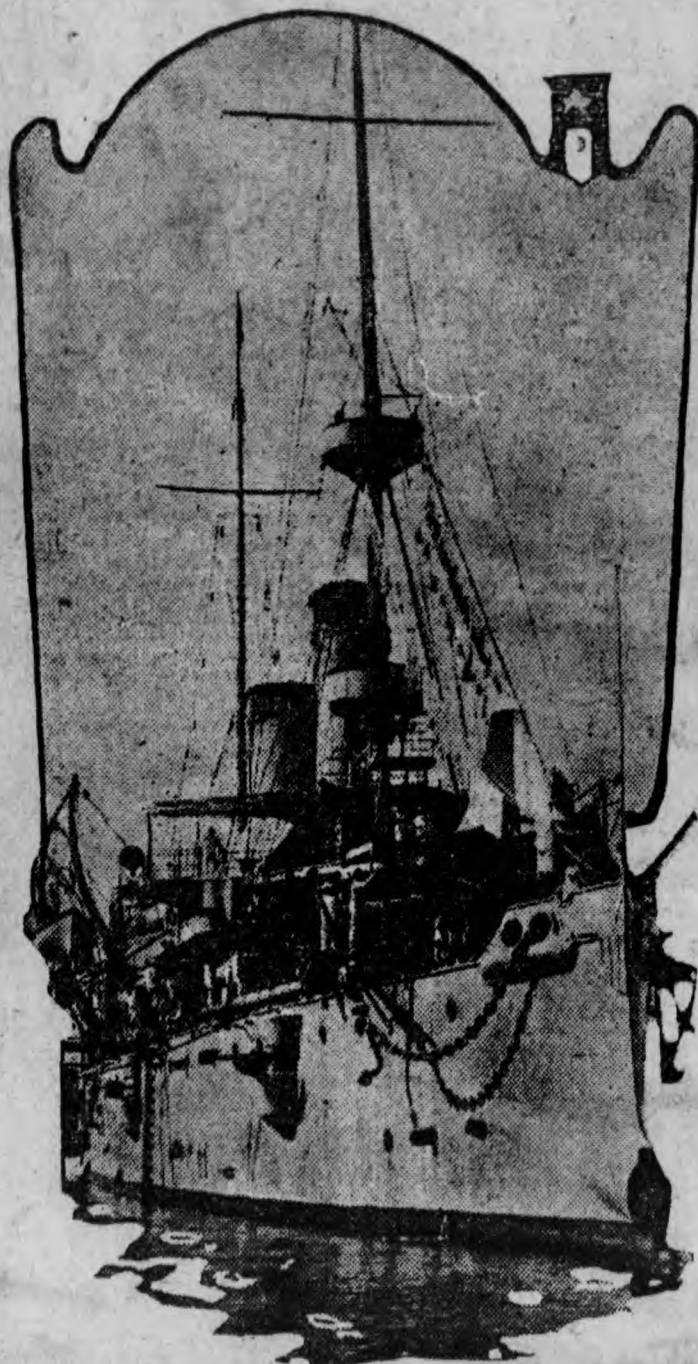
OLD GRANITE STATE, RELIF OF WAR OF 1812, DESTROYED BY FIRE.



The Granite State, originally the New Hampshire, a wooden frigate of the U. S. Navy, and used for a short time in the War of 1812, was completely destroyed by fire recently at her pier in the Hudson River, New York. For some years the Granite State has been used as a training ship for naval militia. Photo shows fireboats throwing streams of water in the old Granite State.

Dispatch Sept 14/21

Dewey's Old Flagship to Bring Body of "Unknown Hero" to U. S.



The cruiser Olympia, the flagship in which Admiral Dewey led his squadron against the Spanish at Manila bay, has been selected for the honor of transporting from France to the United States the body of the "unknown sol-

dier" of the U. S. army, which will be buried with national honors in Arlington cemetery, November 11. The Olympia is commanded by Captain Henry L. Wyman.

Observer May 20/38

203

City's Greetings for Officers of the Nieuw Amsterdam



Jersey Observer Staff Photo

Shown above is a climaxing scene of the community dinner given yesterday in Meyer's Hotel by the Hoboken Chamber of Commerce, and kindred organizations, in welcome to the officers of the *Nieuw Amsterdam*, new flagship of the Holland-America line, and executives of the company. In the center is, Louis Schelling, Chamber president, is shown with Commodore Johanne Bilj, of the *Nieuw Amsterdam*, holding the illuminated scroll presented to the latter. It is signed by Mayor McFeely, the service club heads and conveys the city's greetings and best wishes to the line. To the left is hown Representative Edward J. Hart, principal speaker, and at his right, City Commissioner McAleer. Grouped are officers of the ship, and directors of the line.

Observer May 24/38

THAT MEMORABLE WELCOME TO THE NIEUW AMSTERDAM

When the Holland-America Line's new flagship sailed from Hoboken Saturday noon, on the last half of her maiden voyage, the officers and crew of the *Nieuw Amsterdam*, as well as the officials of the company, had completed a week's activities ashore, and on board, which attested in full measure the pride felt by the Mile Square City in the coming of this fine super-liner to its waterfront.

For over half a century the Holland-America Line has berthed its ships at Hoboken and the community naturally viewed the *Nieuw Amsterdam* with special interest. This they demonstrated by means of the special events held in honor of those commanding the vessel and those responsible for its building and operation.

Now that *Nieuw Amsterdam* is on her way back home completing her initial voyage we shall look for her comings and goings more or less as a matter of schedule but scarcely with diminished interest. Sailing back with the proud vessel Saturday was Frans C. Bouman, managing director of the line, stationed at Rotterdam. Upon leaving, he said the reception afforded the vessel here exceeded the owners' expectations. Hoboken is happy to have had a leading part in furnishing such pleasant recollections.

Dispatch May 18/38

The Nieuw Amsterdam

The new flagship of the Holland America Line, the *Nieuw Amsterdam*, will be given its formal welcome in this country tonight at a formal dinner. But the real welcome was given Monday when the beautiful ship made its way up the Hudson River to its pier in Hoboken. It was 10 hours ahead of schedule, and had not been pressed for speed.

These Hollanders are a truly great seafaring people. They do things well. They build good ships and they operate them with a peculiar type of efficiency. The *Nieuw Amsterdam* is the largest ship ever built in The Netherlands. It is a credit to the people of that compact little country. Other countries are represented by bigger ships, in the race for size, but when it comes down to good ships, with all that goes to make for comfortable travel, it's a good guess that none will surpass this new leviathan of the high seas. Besides which, those thrifty Hollanders, no doubt, will operate at a profit rather than at a loss. They have a way of doing things right.