THE MORNING STAR, WILMINGTON, N. C., SUNDAY, DECEMBER 16, 1917.

WILMINGTON MAY YET LOOM UP LARGE IN SHIP BUILDING AMONG THE SOUTHERN PORTS

section.

ment about this.

board now.

New Shipyard Ready.

Experiment That Offers Big

Possibilities

Another Soon to be Ready to Take to Water

STILL ANOTHER ON WAYS An Industry Started This Year That May Mean Revolution

st the shipbuilding firm of Cushman & wooden ships. scarcity of vessels by the construction schooners up to 300 feet in length and of concrete boats.

of re-enforced concrete that can nav- the present owners. igate the high seas, out realizes as

had not looked into the aptain Cushman declared ships sufficient for their needs is prob-While In gred concrete vessels, it was entirely mossible to do the work at this port. is difficulties in launching the vessel nion would be encountered. much interested in the gin Savannah was being considered

Already Used in Bays.

age for shpping in protected waters,

construction of Concrete Vessels of long leaf pine, practically all of "By means of the clever arrange-which is secured in this immediate ment of his steel lath, Engineer Fougener is able to form the hull walls of Another Large Vessel. thickness ranging from a maximum of Cushman & McKown, a northern con- only four inches down to thinner seccern, began operations in Wilmington tions of but two and one-half inches. in July and are now building here a Not only that, but this hull is a homofour masted schooner of 1,500 tons dead genous body, and the union between his weight capacity, which it is hoped to concrete and his embedded metal is WOODEN SHIPS ARE BUILT weight capacity, which it is hoped to concrete have ready for launching some time perfect.

in March. The vessel will be double "Engineer Fougener does not have deck and equipped with all modern ap- recourse to molds as the term is ordipliances, inclusive of holsting engine narily understood in concrete construc-One Boat Already Launched With on deck for working cargo aside from tion. He forms his metal lath in a engine for operating anchors, pumps, double wall and pours his cement in between. Some of the concrete, of In addition to this vessel, this ship- course, works through the perforations building firm is constructing for oth- and takes the shape of knobs upon the er interests a 500-ton harbor lighter two outer surfaces. These knobs, in which is expected to be ready for de-|turn, form the anchorage upon which livery within the next five weeks. he lays the coating of the inside and At the present time Cushman & Mc- outside of his vessels. The steel bars Kown state that they have other bus- that constitute the prime re-enforcing iness for undisclosed interests, but are feature, are, as might be expected, set not now in position to make any state- in place between the two separated walls of metal lath. The outer surface

of the Fougener hulls is finished by The Naull Shipbuilding Company; of hand and this makes it possible to obwhich Mr. A. P. Naull is general man- tain a very smooth skin. As a result ager, several months ago leased the friction is surprisingly low, and in plant of the Camp Manufacturing Co., the case of the barges built, the boats

We are Northern people and began a large lumber concern, and have in- have been found easy to tow. stalled machinery for the building of "It is quite likely that the cement anerations here in July for the simple vessels, and it is understood that the gun will be employed hereafter for reason that we considered Wilming- keels of four schooneers are to be laid laying on the bulk of the surface coatton an ideal port for the work we are shortly after Christmas. A large force ings of concrete, and only the smoothof hands is now employed at the yards ing up will be left to hand work. It undertaking," said Capt. J. F. Cushman, of nands is now employed at the yards ing up will be left to hand work. It getting timbers ready for building has been found advantageous to resort to water proofing especially where the unknown the other day in discussing The plant of the Wilmington Iron vessels are exposed to frost. The pro-

McKown, the other day in the present Works, now under lease by the Naull cess is said to be thoroughly satisfac-the possibilities of solving the construction interests, is equipped for building tory.

"By way of contrast, it is ae soon as the present ships, being ing to examine the pictures of concrete Captain Cushman frankly has doubts built by the Naull company, are out ship construction as practiced under as to the feasibility of building ships of the way, it will either be leased to the more familiar mold system. The another concern or will be utilized by two views of this which accompany

the present discussion are of a vessel May Be Deciding Factor. which will be launched some time in averyone, acquainted with the present The building of concrete ships while March at San Francisco. Its cost is scarcity of vessels must, that if it of- now in an experimental stage may yet estimated at \$750,000, against \$2,000,000 collities of a solution it is prove to be one of the deciding factors for the ordinary steel ship of the same of the great world war. Admittedly size." the ability of the allies to turn out

Not Sure Solution. A warning not to be too sure that that in the event the government un-instance in the most pressing problem at the the concrete ship is going to replace in the steel one is put forth editorially ably the most pressing problem at the the concrete ship is going to replace portation of supplies and men to Eu- | by the Engineering News-Record (New rope is impossible. How to get the York, November 15), which is of the ships in the quickest possible time is opinion that "rosy expectations are the question confronting the shipping pretty far ahead of present knowledge." It says:

To build the hull of a four masted "One highly experimental ship of gress reports that Wilmington along schooner requires six months to a year large tonnage is on the ways at San for such an experiment in shipbuild- concrete shipe may be constanted in Francisco, a small, motor driven vesconcrete shipe may be constructed in sel has been launched at Montreal, and 60 days. Wilmington has an oppor- several small ships have been built in

Using concrete vessels of small ton- the south for the building of there Scandinavian countries. These reprethe south for the building of these sent the efforts of thoughtful enginships. There is sufficient depth of wa- eers and business men to solve the tre-



Dunie Die	ich and Di	8 1-2 to		nzes Ranging
	e de la Reserve			
שטותה מ	ANWAS	TAN KID	Botont	With Mat Kid Dias

WHITE CANVAS	TAN KID	Patents-With Mat Kid Tip
Sizes 1 to 5	Sizes 1 to 5	Sizes 1 to 5, no heel \$1.50
Sizes 51/2 to 8\$1.48	Sizes 51/2 to 8\$1.75	
Sizes 81/2 to 11\$1.75	Sizes 81/2 to 11 \$2.25	Sizes 1 to 5, with heel \$1.7
WHITE BUCK	BLACK KID	Sizes 51/2 to 8\$2.0
Sizes 1 to 41/2\$1.75	Sizes 2 to 5\$1.39	•
Sizes 5 to 8\$2.00	Sizes 51/2 to 8\$1.75	Sizes 81/2 to 11\$2.5

Infants' Soft Sole Shoes-These are nice soft kid, in colors; Price



ör instance, is no new thing. That has proven altogether a success. the winds beat fiercely aves break with intensity upon the sides of the ships-that is is yet an experiment.

But it is recalled that within three cars times, under the stress of moda aeroplane building than would have been possible in a hundred years of the air because of dire necessity.

Cannot the same be true in shipbuildse? Undoubtedly it will be so. And merete ships offer the greatest pos-Wilmington is under conideration by the government as a port, or trying an experiment that may reis easily possible that it may be se- hull costs less than half as much as

May Mean Big Things.

It may be that in shipbuilding, Wilington is to take rank as one of the eading ports of the South. But wheththat be true or not, it is worthy of swallows most emphatically do not present knowledge and desired results ote that already three schooners of make a summer. asiderable tonnage are in course of

"istruction here. Others will be tarted later.

"ge proportions of a 1,509 tons dead Scientific America, written by Mr. R. reight capacity ship loomed up from G. Skerrett, as follows: af river front "These barges, pontoons, and light-

This vessel will be ready for launch- ers constituted an engineering sctart toms supplied." within three months, It is visible upon which to predicate safely the con-Mence of possibilities that have be- struction of much larger and more amome realities. And not far distant was bitlous vessels. No wonder, then, when nother vessel swinging at anchor in our scracity of ocean-going bottoms te harber that was launched a little became deplorably short of the demand, We than two months ago, one of that the naval architects and enginhose constructed at the Naull ship- eers familiar with re-enforced concrete ards. And on the ways at the Naull structures set about planning ships of ipyards was another sister ship of considerable tonnage of this material milar size-or perhaps larger that will for transatiantic traffic. But before he the water in a few days. And we engaged in this revolutionary departure in naval architecture kindred hers are to be built later.

Must Win On Merit. An ideal port for the work we are Scandinavian countries to seek simithe words that lar relief.

world of meaning. Sugem is the fact that what- this effort, and more than a year ago gion gets from the govern- equipped a plant at Moss, about forty floor partially disrobed, and a physiway of industries or from miles south of Christiania. Through it cian being summoned, pronounced her must be on merit. Man- Norway now has to her credit the first curers, shipbuilders, or commercial self-propelled, seagoing concrete ship. come here, not for their This craft, the Namsenfjord, has acav offer for the b usiness they have the route chosen for safety's sake, inundertake

But in a city noted for its patriotism miles. many decades past, it would be en- "It was not long after the outbreak rely fitting to start an industry that of hostilities in Europe before Norway

lessra. Cushman and McKown are craft in the Philippines, to interest his by reason of the efforts of tire- compatriots in the establishment of a citizens working through the | yard at Moss. "The first vessel undertaken at the ber of Commerce; and Mr. Jas. Cowan, representing Wilmington yard was started in June of 1916, and Vashington, is working tirelessly by the beginning of 1917 the establishsecure similar companies, so that ment had built and launched a matter dream of this port as a shipbuild- of fifteen craft, and today the yard has center, is being approached in a on the blocks one ship of 4,000 tons well practical manner by practical advanced and four others begun-three

Feel is 220 feet; beam is 40 feet, and comparatively unskilled concrete findepin il feet. The vessels are built isher is substituted. To quote further:

Talant & read

1.571.0

Statted.

ter to enable ships of the larger ca- mendous problem of adapting concrete But out upon the pacity to be constructed. Excellent to the wracking and sudden strains of railroad facilities afford the means of a ship at sea. Quite soon they and the getting the supplies. committees appointed to investigate the question will be able to report the

What is Being Done. An excellent review of what is be-

Norwegians Took Lead.

conditions had compelled some of the

"The Norwegians took the lead in

progress of the hopefulness as the case ing done towards the building of con- may be, of the concrete ship. Until crete ships appears in the Literary Di- then the future will be veiled behind gest of December 8. . In March next a theory and experiment. For some time in war, more progress has been made 5,000-ton ship, built of reinforced con- however, there must be an orderly decrete, says the Digest, will be launched velopment in the size of the ships exin San Francisco. A 500-ton concrete perimented upon. There is no more repeace. Feats unheard of and yes, un- vessel has just successfully completed lation between a concrete row boat or reamed of, have been accomplished in a 2,000 mile, voyage in European wa- launch and the 3,000-ton, 15-knot ters, and a sent with a possible yearly freighter demanded in the present output of 20,000 to 30,000 tons of such shipping crisis than there is between freighter demanded in the present craft is now in operation in Norway. a toy airplane and a giant Caproni. Smaller concrete vessels-barges and Step by step up through the scow, the lighters-have been in use in sheltered | barge, and the small framed and formed waters for several years past. In view hull must progress be made to be hopof these facts, says the Digest, espe- ed for large vessel for ocean travel revolution in shipbuilding. cially since the re-inforced concrete This is the normal course of all engineering design. On account of these one of steel, some writers are looking necessary intermediate steps, it seems forward to a revolution in ship buildas though there is at the present time ing, while others, more cautious, are a bigger field of practical work in the reminding us that in such comparative- concrete barge for coastwise, river, or ly untried fields as this, two or three canal trade. Here the gap beween

is not so great and the possibility of immediate use is much nearer. If im-The Digest quotes from an article, proved design and construction make "Ships of Stone; Seaworthy Concrete such vessels seaworthy and permanent, While Captain Cushman talked, the Vessels an Accomplished Fact," in the as many of the early one were not, some of the most serious problems of the big ship yard will be solved and at the same time some very necessary bot-

MRS. WENTWORTH FAISON IS

FOUND DEAD IN HER ROOM

Warsaw, Dec. 15 .- Mrs. Wentworth Faison, aged about sixty years, was found dead in her room at the home of Mr. George H. Best, where she boarded, Thursday afternoon shortly after four o'clock. She had been confined to her room with a slight illness for two weeks, but her condition was not considered serious. When a member of the family entered her room to carry her nourishment, she was lying on the

death due to heart failure. The deceased was a member of the prominent Millard family, and the personal comfort , but be- complished a round trip between Chris- daughter of a noted Duplin county eduse of the advantages that the city tiania and the British Isles, which, by The members of her family several The members of her family, several volved a total journey of about 2,000 brothers and sisters, now reside in distant states. She is immediately survived by one daughter, Mrs. Robert

Hearst, of near Warsaw. The funeral will have a material part felt acutely the rapidly growing short- services were held at Faison by Dr. Winning the war for democracy. It age of structural steel materials, and J. W. Purcell, pastor of the Presbyte-Tet an idea or dream, if you please, it was this state of affairs that inspiris worth making a reality, if pos- ed Nicolay K. Fougener, who had al- a member, and interement was in the ready built some small ferro-concrete cemetery at that place.

FREE TO

ASTHMA SUFFERERS

A New Home Cure That Anyone Can Use Without Discomfort or Loss of Time,

We have a New Method that cures Asthma, and we want you to try it at of 1,600 tons and one of 1,000 tons, all First Ship Launched. Is first of a fleet of wooden vessels built in Wilmington this year 1213 was the schooner Hoppauge, will soon be ready to put forth when this vessel is ready she will be the high seas. Asthma, and we want you to try it at our expense. No matter whether your case is of long-standing or recent de-velopment, whether it is present as oc-casional or chronic Asthma, you should send for a free trial of our method. No matter in what climate you live, no matter what you age or occupation, the high seas.



Are You Registered?

When you have your battery registered at a Willard Service Station, and receive one of our service cards, you have virtually taken out a battery life insurance policy.

But it's better than ordinary insurance in two respects.

1. You don't have to pay premiums-instead, you save what you might otherwise pay out in repairs.

2. Your battery doesn't have to die to get the benefit. It is assured of longer life, better health, and greater efficiency.

Come in and register today.

WILMINGTON STORAGE BATTERY CO. 21 North Second Street, Wilmington, N °C. (DEALERS WANTED).



...

.......

FOR TAKE BRO MAL GINE **HITS THE SPOT** SAFE ABSOLUTELY Se AT FOUNTADIS 10, 28: AND Sta



Read Star Business Locals.