Seadromes

(Continued from first page)

able danger in it. All of you know how safe air travel over land has become. Flying over the sea is just as safe, except for the long distances that must be covered without a stop. Seadromes solve this one difficulty. They will enable planes to cross the ocean by 500-mile hops.

"The seadrome is a steel and iron open-work structure consisting of a six-acre deck, placed upon columns as on a forest of stilts. The deck is 1,200 feet long and 350 wide in the middle, tapering to a width of 180 feet at each end. At the sides will be gasoline and oil tanks, repair stations, storage-rooms for supplies, personnel quarters, and a hotel with accommodations for 350 people by day and 100 by night.

"The deck will be laid out as a miniature city, with 125 resident employees. The buildings will be on the sides of the long runway. There will be a weather bureau with a complete equipment of meteorological instruments, a radio station, and beacon lights. The hotel will have a gymnasium and a swimming pool, a miniature golf course, pool-and-billiard room, a stock quotation office, motion pictures, radio programs, bowling alleys, and tennis courts.

"Many passengers will choose to break their trip midway and spend the night in one of the drome hotels. They will have at their command the conveniences and pleasures of a modern health resort while floating on ocean water at least two miles deep."

Elaborate investigations were made, extending over 18 years, in preparation for the construction and placing of seadromes. At the outset it was recognized that weather conditions were of the greatest importance, and it was as a weather expert that Captain Grant was called into consultation. Since he became associated with Mr. Armstrong and the Du Ponts he has made a study of all aspects of the problem.

"The project has withstood the most thorough tests," he said. "Just as aeronautical engineers applied what they knew of the movement of the air to the development of the airplane, so Armstrong and his associates here and in Europe utilized the knowledge of the movement of the water in the sea to develop a revolutionary type of ocean craft —a dependable floating landing stage, the largest iron and steel structure ever to float upon the water and be, at the same time, securely anchored to the bed of the ocean.

"The commercial success of an airplane trip demands the maximum pay-load. If the weight carrying capacity is consumed in fuel, the ship must operate at a loss. Flights of over 500 miles must face the fuel-load problem. The fuel-load required on long non-stop flights is an insuperable bar to pay-load and will continue to be so.

"The problem, then, is to shorten the distances to break a long flight into shorter flights so that planes may take on fuel and maybe re-serviced and so that pilots may get up-to-the-minute weather reports.

"A ship provided with a landing deck, similar to naval aircraft carriers, will roll and pitch in a high sea, making anchorage impossible and flying operations extremely hazardous. Only an even surface, unaffected by the movement of the waves, can be relied upon under all weather conditions. The seadrome meets this requirement. The columns, or floats, being streamlined like the body of an airplane, offer no resistance whatsoever to surface waves, which, rushing through them unopposed, cause no damage either to the columnar assemblage underneath or to the elevated landing stage. Waves, even in a full-blown gale, pass between the supporting columns without breaking or exerting any impact force whatsoever on the structure.

"This is important, observing that a storm wave striking an horizontal sea-wall has an impact force of three and a half tons per square foot. Imagine, therefore, what would happen if any portion of the seadrome were so constructed as to resist the energy of the waves!

"While being towed from the shallow water, where assembled, to their anchorage places in the ocean, seadromes will have a draft of approximately 44 feet. The ballast chambers will then be filled with pig-iron and dropped until their piston-like caps rest on the bottom of the flotation chambers, sealing the latter against the water. The disks increase the resistance to any motion which the waves might impart to the superstructure. When finally located they will have a draft of about 177 feet, and will displace 17,500 tons of water.

"The gigantic drome will be moored to a huge buoy 600 feet away. The buoy will be held in position by two 17,000 feet standard steel cables secured to a 1,500-ton reinforced concrete anchor sunk into the bed of the ocean. Spherical in shape and more than 100 feet in diameter, the anchor will be self-righting and non-fouling, thus avoiding the remotest danger of cutting free from the cable.

"The advantage of thus mooring the seadrome will be that it can trail into the wind to facilitate landing. Such a system of anchorage prevents the seadrome exerting a sudden jerk on the anchors, tending to sever the cables, and permits the drome, at all times, to swing so that its length is pointed windward. In several respects, there are conditions favorable to the pilot. Just as readily as if he were to descend at any airport on the mainland, the pilot will thus be able to land 'head-on' to the wind on a commodious ocean field-deck as steady as an island. In a sense he can land on the Seadrome more readily than at an average airport, for the seadrome, will always be in the best position for the run of a ship down its long deck. Nor need it be nearly as big as land airport since it has no obstacles at either end to be avoided.

"The seadromes will be in constant communication with each other and both sides of the Atlantic by radio, while pilots will be guided by radio beacons from stage to stage. Floodlights and boundary lights, similar to those of an airport on land, will provide for night landings, and improved blind flying equipment, similar to that proved by the Daniel Guggenheim Fund, will guide pilots down to safe landings in fog. Planes will be equipped with radio direction indicators enabling them to hold a straight course from one seadrome to another. In a word, a complete airport service will be provided together with navigational and radio aids, including ocean patrol service by watercraft over the air route.

"Calculations show that while the cost of transatlantic passenger traffic by steamship is over 15 cents a passenger mile, first class, the cost by plane, with the use of seadromes, will be 10 cents a passenger mile. Calculations are based on a traffic of 10 trips a day each way.

"Of the five seadromes now planned, three will be built in America and two in Europe. According to tentative construction estimates, the cost of the three seadromes built in the United States, anchored on the airway route, averages $3,000,000 each, a total of $9,000,000. Seadromes built in Europe, where labor and material are less expensive, are estimated at $2,000,000 each. The estimated cost therefore of five seadromes, anchored on the Atlantic route is about $13,000,000, or less than half the cost of a new 28-knot trans-atlantic liner of the 'Bremen' type.

"The Seadrome Company will collect its revenue from the total air transport business carried over its system, independent of the nationality of the airway companies. Contracts covering toll fees for airway operation will be made, based on a fixed toll and fee guarantee. These toll rates will equal approximately 25% of the gross income of the airway operations, equivalent to ground charges now associated with overland airway operations. Air mail to and from Europe will cut cable expenses, quicken trade, and helpfully supplement all other forms of communications now in effect.

"Covering a course of 3,115 nautical miles, the seadromes will cross the Atlantic southeast from New York, thence to the Azores and from there northeast to Vigo, Spain. Seadrome No. 1, in Latitude 38 degrees 00 minutes N. and Longitude 66 degrees 00 minutes W., will be experimental only to the extent of training and developing the personnel.

"From a meteorological standpoint the Seadrome airway is superior to most trans-continental land routes now in operation. Records going back many years show on the average but three days with fog per seadrome per year. The average air temperature for the year is 61 degrees with a water temperature of 66 degrees. Crossing the Gulf Stream and reaching into semi-tropical latitudes, these artificial islands will prove ideal health and pleasure resorts in winter and summer. The deep-sea fisher, too, will find abundant satisfaction right on the seadrome for the enjoyment of his leisurely pastime. Persons seeking week-end outings by plane in a semi-tropical ocean climate will also find a new, if not unexpected, avenue for relaxation on the seadrome, while others, with the charm of distant lands in mind, will demonstrate week-end visits to Europe as being not only possible but comparatively inexpensive."

A Competent Hen

(Reidsville Review)

The feat performed by a New Hampshire hen who laid ten eggs in one week for her owner to sell was certainly a record-breaking performance. It used to be said that if the little American hen was encouraged she would make enough profits to pay off the national debt. That of course, was in the good old days before the debt had mounted into trillions. Nevertheless, we feel like giving a loving cup or something to a hen who, in the face of such low prices for eggs, will not only lay an egg a day to keep the debtor away, but will boost her quota nearly 50 per cent. Evidently this hen takes no stock in the movement to reduce production. She is thinking how nice and fresh her eggs are and how good they'll taste in 47 varieties of food, every one of which is wholesome and delicious.

NOTICE OF SALE OF REAL ESTATE

Under and by virtue of power and authority contained in that certain deed of trust, dated December 10th, 1931, and recorded in Book 85, Page 179, Orange County Registry, and executed by Joseph Mason and wife, to the North Carolina Bank and Trust Company, Trustee, default having been made in the payment of the indebtedness secured thereby, whereby the entire amount of said indebtedness became due and payable and demand having been made by the holder of said note upon the trustee named therein to advertise and sell the property described in said deed of trust, the undersigned will offer for sale for cash at public auction at the Courthouse door in Hillsboro, Orange County, N. C., at noon on

FRIDAY, MARCH 17th, 1933,

the following described real estate:

All that certain lot, parcel or tract of land, with the improvements thereon, situated, lying and being on the East side of Merritt Mill Road, in the town of Chapel Hill, North Carolina, and beginning at a stake in the East property line of Merritt Mill Road, which point is established by measuring North 20 deg. 30 min. West 292.5 feet from the Northeast intersection of Merritt Mill Road and Cameron Avenue, which point is the Northwestern corner of Lot No. 86, in the subdivision hereinafter referred to; running thence along the East property line of Merritt Mill Road, North 20 deg. 30 min. West 50 feet to a stake, the southwest corner of lot No. 83; thence along the southern line of Lot No. 83 North 64 deg. 30 min. East 121.7 feet to a stake, the southeast corner of Lot No. 83; running thence south 24 deg. 15 min. East 50 feet to a stake; the Northeast corner of Lot No. 86; running thence along the North line of Lot No. 86 South 64 deg. 30 min. West 126 feet to the beginning, and being lots Nos. 84 and 85 of the Roberson property as surveyed, subdivided and plotted by James O. Webb, County Surveyor, on March 6, 1917, plot of which is on file in the office of the Register of Deeds of Orange County, in Plot Book 72, Page 244, and being the same land conveyed to Joseph Mason by deed of L. H. Hackney, and others dated September 1st, 1922, and recorded in the office of the Register of Deeds of Orange County, in Book 83, at page 158.

This 11th day of February, 1933.

North Carolina Bank and Trust Company, Trustee.

By: H. M. CORBETT, Vice-President.

TERMS OF SALE—Cash.

PLACE OF SALE—Courthouse Door, Hillsboro, N. C.

TIME OF SALE—Noon, Friday, March 17th, 1933.