

# Months Of Work Required To Complete Ships After Launched

### Thousands Of Pieces Of Equipment Added To Ships At Docks

The time required for the completion of a ship's construction after launching depends greatly upon the type of vessel being built. The average cargo and tank ship reaches a much higher percentage of completion while on the ways than either the passenger or naval type of ship, either of the latter may require from two or three months to a year or more before she is ready for her trial trips and final delivery.

The cargo ship of the type we have described, during the period up to launching, requires the installation of the remainder of her main power plant and auxiliary machinery; the tuning up and dock trials of this work on the deck houses, decks, etc.; the placing in position of anchors, chains, life boats and the many other necessary parts in every section of the ship. Equipment and supplies for the deck, engineer's and steward's departments are sent aboard. When the vessel is finally turned over to her owners she is complete in every detail of construction and equipment,

ready to be placed in active service as soon as her crew is signed on.

When the greater part of this work is complete, and after her engines have been running for many hours at slow speed while the ship is still fast to the docks, she is put into dry dock for painting below the water line, and any other work on this part of the hull which may be required.

It may be of interest here to tell a little about dry docks. They are excavated at the shore line to a depth below the water line which will allow the ship to float well above the bottom. These docks extend into the land to a distance of a few hundred to over a thousand feet and up to a hundred or more feet wide. They are heavily reinforced at the bottom, usually with piles driven as close together as possible, and the remaining space packed with rock and concrete with a smooth floor of concrete over all. The sides increase in width in steps to the top, all of heavy concrete. The gate is a tank type of construction, which when lowered into place wedges itself into water tight grooves at bottom and sides. This tank is filled with water to lower into a closed position, and pumped out to allow it to open by its own buoyancy.

When it is desired to place a ship in dry dock, valves are opened through the gate and at the bottom of the dock, and water flows in until it is filled to the same level as the water outside. Prior to this filling blocks

# Seek Boy Held for \$60,000



Peter Levine

Pleading by radio, Murray Levine, New York lawyer, urged the return of his son, Peter, 12, abducted from his New Rochelle home and held for \$60,000 ransom.



Murray Levine

are placed along the bottom of the dock to fit the ships keel and hull so she will rest upon them comfortably. When the dock is filled the gate is pumped out and allowed to lift free of its grooved connection to the dock itself. It is hauled to one side, and the ship is floated into an exact position over the blocks at the bottom of the dock. The gate is floated back into its place and filled with water, sinking by its own weight to a locked position. Powerful pumps, discharging thousands of gallons of water a minute, now take up the work of draining the dock dry. As the water level lowers the ship is kept in exact position by lines leading ashore. As soon as she rests upon the keel blocks gangs of men brace her from the sides of the dock with heavy timbers. Other braces and shores are added as the water goes down, leaving the ship at last in much the same position she occupied upon the building ways.

When the work upon the hull is completed water is allowed to again fill the dock; the gate is pumped out and floated aside, and the ship hauled out through the open gateway. Shortly after this final drydocking the new ship with a ship yard crew, a force of inspectors from the yard, and those representing the owners and insurance companies, take the vessel out on her trial trip. She is driven at full speed over a measured course to determine if she meets the speed requirements. She is tested for turning radius, and for the proper functioning of all of her machinery. A compass adjuster is aboard and he compensates her compass for the local attractions in the ship, furnishing a deviation curve for each compass, for every point. The ship is usually kept out for two or three days, and if she meets all of the contract requirements she is turned over to her owners and joins the merchant fleets of the world.

The after-launching work upon the large passenger ships requires much more time to complete because of the great number of state rooms and other rooms required for the passenger's pleasure and accommodation. There is much fine woodwork, carving, polishing, etc., to do; so many things that make of the ship a floating hotel with every conceivable refinement for the comfort and pleasure of the traveling public.

The work upon naval ships, especially battleships, and other large types, require much more time. Because of the enormous weight of the hull itself much of the superstructures, etc., is not added before launching. These parts are many of them too heavy to be handled by the cranes used over the shipways. At the fitting out dock the turrets are installed, each weighing many hundreds of tons. The 16 inch guns of the main battery are placed in the turrets. The guns, usually 5 inch, of the secondary battery are placed in position. The conning tower of heavy armor steel, from which point the commander controls every function of his ship during battles, is placed in its position. Turbines, generators, boilers, and many auxiliary engines are added where they are to do their work. Literally thousands of individual jobs are worked upon and completed before the intricate

### Strength During MIDDLE LIFE

Strength is extra-important for women going through the change of life. Then the body needs the very best nourishment to fortify it against the changes that are taking place.

In such cases, Cardui has proved helpful to many women. It increases the appetite and aids digestion, favoring more complete transformation of food into living tissue, resulting in improved nutrition and building up and strengthening of the whole system.

**666** SALVE for COLDS  
price 10c & 25c  
LIQUID TABLETS SALVE-NOSE DROPS

construction of these battle-wagons are completed.

These ships go through the same dry docking experience as do other ships, and when she is at last ready for her trial trip, she goes out to sea with a good sized crew and a swarm of inspectors and highly trained men, each an expert in his own special branch of naval ship-building. The ship remains out for several days, and every part of her is tested and tried to the fullest possible degree. Nothing must be left to chance. She must be perfect according to her specifications in every way. When these trials are completed she returns to the yard where the finishing touches are added. Her crew of naval officers and men come aboard, and the ship is placed in commission.

All through the construction period of all ships the system of inspection is very rigid and complete, a constant supervision of every detail, and this is as it should be, for when the ship is at sea some little error may mean disaster. I was a part of the crew who took over a new ship built in a certain yard many years ago. She was a combination freight and passenger steamer; twin screw crew, flat bottomed in order to pass over the bar into Lake Maracaibo, Venezuela. She was spick and span in every way and had had her trial trip, but in smooth water. We got outside about sunset and ran head on into a roaring North Atlantic winter gale. And of all the twisting and turning, rolling and pitching that ship went into! She would worry herself up one side of a wave, and

slide down the other side to be met by the next before she could lift her nose out of it. She would not steer to save her; would box the compass with a hard over wheel; suddenly turn lose, and skid the other way. In one of her crazy rolls we on the bridge heard a couple of crashes forward, and when the flood lights were turned on the forward well deck we could see about thirty tons of cake ice skidding around, mixed up with all our provisions; sides of beef, dressed chickens, onions, carrots, turnips, potatoes, pigs and lamb, all in a mess together, washing around in the seas that boarded us every minute or so. What a night! Getting all that mess under control, and stowed away was something to remember for always. How we cursed the man who designed a steering gear, the shafting of which went through holes in the rail stanchions too small to allow it to turn freely when the ship worked in a seaway, clamping down on the shafting as in a vise. And we heartily longed to have the man who planned those light ice house bulkheads down there with us trying to capture those slippery, sliding cakes of ice, and salvage as much as possible of our fresh provisions. Much of it went overboard, and we were an exhausted, bruised and battered outfit before that night's

work was accomplished. I doubt such things could get by the modern close inspection system.

Our ship has been completed and turned over to her new owners. I give a general idea of just how a ship is navigated, with her cargo, freight and passengers, from port to port, I shall try to give a plain account of the work of the crew and crew during a voyage from New York to South America. This will follow in a future issue of The Mountaineer.

The dean of a college was investigating a charge made by some of the girls that the men who lived in the fraternity house next door forgot to lower their shades.

The dean looked out of the city window and said, "Why, I can see into any of the men's fraternity house windows."

"Oh, yes you can!" chorused the girls. "All you have to do is sit up on a chair."

### It Is Dangerous

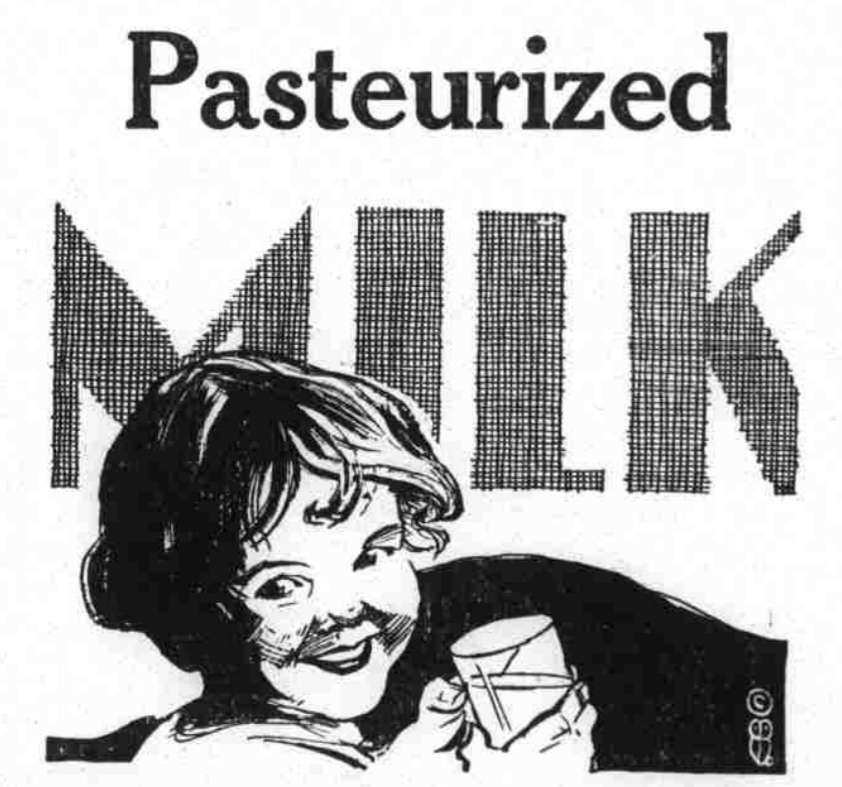
It is dangerous to sell a SUBSTITUTE for 666 just to make three or four more. Customers are your best asset. Lose them and you lose your business. 666 is worth three or four times as much as a SUBSTITUTE.



### These Little Folks Are Hard On CLOTHES

Youngsters give clothes a severe test—so does the old fashioned method of laundrying. Send us their clothes, and our modern way will save the clothes, save your money and time.



**Waynesville Laundry, Inc.**  
J. W. KILLIAN BOYD AVENUE  
Phone 205



Is Good To Drink - - and Is Good For Them

Milk Buttermilk Ice Cream  
**Pet Dairy Products Co.**  
PHONE 10

## NEW KIND OF TIRE SAFETY?

*Safety* WHILE RIDING   
*Safety* WHEN STOPPING 

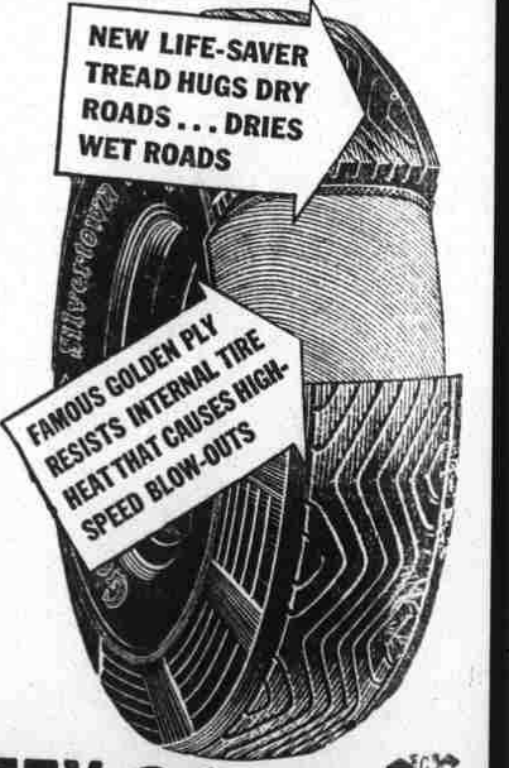
THE NEW GOODRICH SILVERTOWN TIRE PROTECTS YOU AGAINST BOTH SKIDS AND BLOW-OUTS..AT NO EXTRA COST!

Motorists, here's an amazing new kind of tire that protects you against both skids and blow-outs! It's the sensational new Goodrich Silvertown with the Life-Saver Tread and the famous Golden Ply.

This new Life-Saver Tread is actually a road dryer. Its never-ending spiral bars, acting like a battery of windshield wipers, sweep the water right and left, force it out through special deep drainage grooves. Thus it provides a dryer, safer road surface for the rubber to grip—stops you seconds quicker than you've ever stopped before!

What's more, the Goodrich Silvertown is the only tire in the world that gives you the famous Golden Ply—the greatest protection against high-speed blow-outs American motorists have ever known.

And remember, many tires cost more; but no other tire—at any price—can give you this two-way protection against both skids and blow-outs. So for safety's sake get a set of these life-saving, long-mileage Goodrich Silvertowns. Come in today for a thrilling demonstration ride.



The new **Goodrich SAFETY Silvertown**  
LIFE-SAVER TREAD..... GOLDEN PLY BLOW-OUT PROTECTION  
**C. V. Bell, Distributor**  
COMMISSION AGENT FOR THE TEXAS COMPANY